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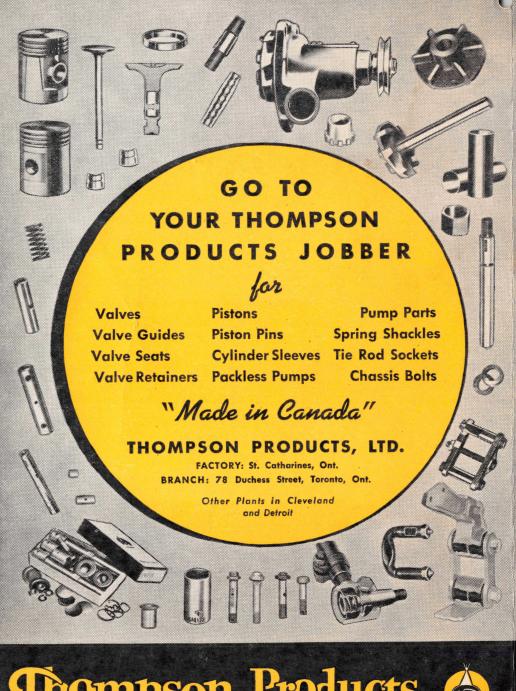
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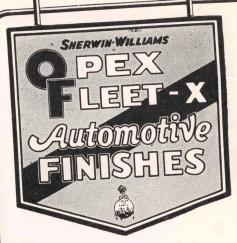
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ENGINE SPECIFICATIONS

Make and Model Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio— Standard	Compression Ratio— Optional	Compression Pressure At Cranking Speed		Make and Model		Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio— Standard	Compression Ratio Optional	Compression Pressure— At Cranking Speed
AUBURN								СНІ	RYSLI	ER						_
8-98, 8-100. 31-12-160. 3 8-101, 105. 3 12-161, 165. 3 6-52. 3 8-50 Std. 3 8-50 Cust. 3 12-165. 3 6-53, 6-54. 35 8-51 SC. 3 8-52 SC. 3 8-52 SC. 3	2 8-L2 2 12-I3 3 8-L 3 12-I 4 6-L 4 8-L 4 8-L 5 8-L 5 8-L 6 8-L 6 8-L	31/8 x41/. 31/8 x41/. 31/6 x43/. 31/6 x43/. 31/6 x43/. 31/6 x43/. 31/6 x43/. 31/6 x43/. 31/6 x43/.	CI CI CI Al CI Al Al Al	5.26 5.50 5.26 5.50 6.20 5.75 6.20 6.20 6.50 6.50	5.75	82 92 82 92 10 ———————————————————————————————————		Six C 8 CP 8 Im Eigh I. C. Six C Six C Eigh 6 C6, 8 CZ Eigh 8 LC	CI, CO., CQ., CQ., CQ., CQ., CQ., CA., CA., CA., CA., CA., CA., CA., CA		6-L 8-L 8-L 8-L 6-L 8-L 8-L 8-L 8-L 8-L	31/4 x41/31/2 x5 31/4 x41/31/2 x5 31/4 x41/3 31/2 x5 33/8 x41/3 31/4 x41/3 31/4 x41/3 31/4 x41/3 31/4 x47/8 31/4 x47/8 31/4 x47/8	CI CI CI CI CI CI Al Al CI CI CI Al	5.35 5.20 5.20 5.20 5.20 5.40 5.20 6.50 6.50 6.50	6.20 6.20 5.80 6.20 5.80 6.20 6.20 5.20 6.50 7.00 6.50 7.45	84 80 80 80 95 86 86 109 109 98
CADILLAC								Roya DeLu	1 6 C-16 ixe 8 C-	37 14'37	6-L 8-L	38/8 x41/4 31/4 x41/8	CI	6.50	7.00	
V- 8 355B. '3 V-12 370B. '3 V-16 452B. '3 V- 8 355C. '3 V-12 370C. '3 V-16 452C. '3 V-18 355D. '3	2 8-L 2 12-I 2 16-I 3 8-L 3 12-I 3 16-I 4 8-L	31/8 x4	CI CI CI CI	5.38 5.30 5.36 5.40 5.60 5.70 6.25	5.75	86 84 85 86 90 92 103		De L Cus.l *—W	uxe 8 C mp. 8 C ith Alu	338 C-19'38 C-20'38 minum h	8-L 8-L 6-L 8-L 8-L ead	3 % x4 / 4 3 1 / 4 x4 7 8 3 1 / 4 x4 7 8 3 1 / 4 x4 7 8 3 3 / 8 x4 1 / 2 3 1 / 4 x4 1 / 2 3 1 / 2 x4 1 / 2	Al Al CI CI Al	6.50 6.50 6.20 6.20 6.50	7.10* 6.50* 7.45	140
V- 8 355C. 33 V-12 370C. 33 V-16 452C. 33 V- 8 355D. 33 V-12 370D. 33 V- 16 455D. 33 V- 8 355E. 33 V- 8 400. 33 V- 8 70. 33 V- 8 70. 33 V- 8 70. 33 V- 8 60. 33	12-I 16-I 5 8-L 6 12-I 6 16-I 8-L 6 8-L 6 8-L 7 8-L 8-L 8-L 8-L	33% x415 31% x4 33% x415 31% x4 33% x41/2 31/2 x41/2 31/2 x41/2 31/2 x41/2 31/2 x41/2 31/2 x41/2	6 CI CI CI CI CI	6.25 6.25 6.00 6.00 6.25 6.25 6.25 6.25 6.25 6.25	5.75 5.65 5.57 - - 5.65 5.75 5.75 5.75 5.65	90 92 103 90 92 		Six S Six S Six S Six S Six A Six C Six S Six S		'32 '33 '34 '35 '35–6 '36 '37	6-L 6-L 6-L 6-L 6-L 6-L 6-L	31/4 x41/4 31/4 x43/8 33/8 x41/2 33/8 x41/2 33/8 x41/2 33/8 x41/4 33/8 x41/4	CI CI CI AI CI CI CI	5.35 5.35 6.20 6.70 6.50 6.50 6.50	6.20 6.20 7.00 6.50 7.00*	85 85 102 — — — — 140
V- 8 65, 70 3 V- 8 75 3 V-12 33 V-16 33 V-8 38-60 & Spec 34 V-8 38-75 33 V-16 38-90 36 CHEVROLET	16 I	31/2 x41/2 31/8 x4 3 x4 31/2 x41/2 31/2 x41/2 31/2 x41/2 31/4 x31/4	CI CI CI CI CI CI CI	6.25 6.00 6.00 6.25 6.25 6.70 6.75	5.75 5.65 5.65 5.75 5.75 6.25 6.08	155 155 170 180		Six D	L	'32 '32–3 '33 '34 '34 '35 '36 '36 '37 '37	6-L 8-L 6-L 6-L 6-L 6-L 6-L	31/4 x43/8 31/4 x41/4 31/8 x43/8 31/4 x43/8 31/4 x31/8 31/4 x43/8 31/4 x44/8 31/4 x44/8 31/8 x41/8 31/8 x41/8	CI CI CI CI CI CI CI	5.35 5.20 5.50 5.80 5.80 6.50 6.70 6.50	6.50 6.50 —	102 88 90 — 95
Six Confed. 3; Six Std. 3; Six Master. 3; Six Master. 34 Six Std. 35 Six Std. 35 Six Std. 35 Six Std. Mast. 36 Master. 33 Master. 33 Master. 23	6-I 6-I 6-I 6-I 6-I 6-I 6-I	35/16 x33/4 35/16 x31/2 35/16 x4 35/16 x4 35/16 x4 35/16 x4 35/16 x4 35/16 x4	CI CI CI CI CI CI CI	5.20 5.20 5.35 5.45 5.45 5.60 6.00		80 80 80 85 87 —		De La Six D	ixe 6 D -8	-10'38 '38	6-L 6-L 6-L 6-L 6-L 6-L	31/8 x41/8 33/8 x43/8 31/8 x43/8 31/4 x43/8 b c a	CI CI CI CI CI CI	6.70 6.70 6.70 6.50 6.50 6.50 6.50		95 — — 140 140 140
Master '37 Mstr. De Luxe '37 Six '38	6-I 6-I 6-I	31/2 x33/4 31/2 x33/4 31/2 x33/4	CI CI CI CI	6.25 6.25 6.25		112 112 112		Six Terra	plane 6.	'32 '33 '33	6-L 6-L 8-L	$\begin{array}{c} 2^{15}/_{16}x4^{3}/_{4} \\ 2^{15}/_{16}x4^{3}/_{4} \\ 2^{15}/_{16}x4^{3}/_{4} \end{array}$	CI CI CI	5.80 5.80 5.80	7.10	=
a-31/4 x 43/8 up to I c-31/8 x 43/8 up to I	Eng. No.	D8-C1001	; 33/8 :	x 41/16 at			Alun	ninum.		x 43/8 u		ng. No. D	9-C100	1;33/8	x 3 ³ / ₄ a	fter.

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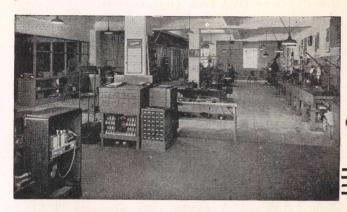
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Make and Model	No. Cylinders and Valve Arrangement Bore and Stroke Standard Cylinder— Head Material	Compression Ratio— Standard Compression Ratio— Optional Compression Pressure— At Cranking Speed	Make and Model	No. Cylinders and Valve Arrangement	Bore and Stroke Standard Cylinder— Head Material	Compression Ratio— Standard Compression Ratio— Optional Compression Pressure— At Cranking Speed
FORD			HUPMOBILE—C	Continue	d	
Model A '30-2 Model B '33 V-8 '34-5 V-8 '34-5 V-8 60 '37 V-8 85 '37 V-8 60 '38 V-8 85 '38 FRONTENAC	4-L 376 x41/2 CI 4-L 376 x41/2 CI 8-L 31/6 x33/4 AI 8-L 31/6 x33/4 AI 8-L 26x3/2 AI 8-L 26x3/2 AI 8-L 31/6 x33/4 CI 8-L 31/6 x33/4 CI 8-L 31/6 x33/4 CA	5.50 — 95 6.30 — 105 6.30 — 105 6.60 — 112 6.12 6.50* 103 6.60 — 105 6.12 6.50† 100	8 225-37 '32 Eight 226 '32 6-321, 421 '33-4 8-322, 422 '33-4 8-326, 426 '33-4 Six 417 '34 Six 421, '34 Eight 427 '34 Six 517 '35 6-518, 521-J '35 8-521-0 '35 8-527, 621-N '35-6 Six 618-G '36 6-622E '38 8-875+H '38	8-L 33/ 6-L 31/ 6-L 31/ 8-L 33/ 6-L 31/ 8-L 33/ 8-L 33/	2 x4 ³ / ₄ CI 16 x4 ⁵ / ₄ CI 8 x4 ¹ / ₄ CI 8 x4 ¹ / ₄ CI 16 x4 ³ / ₄ CI	5.20 — 80 5.47 — 88 5.75 5.25 76 5.47 — 88 5.34 — 84 5.32 — 84 5.75 5.25 92 5.80 — 84 5.75 6.20 110 5.80 — 110 5.80 — 112 5.75 6.20 107 5.75 6.20 107
6-70	6-L 31/4 x4 CI 6-L 33/8 x45/8 CI 4-L 33/8 x4	5.30 — 76	6-622E	6-L 31/3 8-L 33/1	16 x4 ³ / ₄ CI 12 x4 ¹ / ₄ CI 16 x4 ³ / ₄ CI	5.75 — 107 5.80 — 113
GRAHAM			LAFAYETTE			
Six. '32 Eight. '32 Six Std. '33-4 Eight. '33 Eight Std. '34 Eight Cust. '34 Six. '35 Six Spec. '35	6-L 31/s x4 Al 8-L 31/s x4 Al 6-L 31/s x4 Al 8-L 31/s x4 Al 8-L 31/s x4 Al 6-L 31/s x4 Al	6.50 — 86 6.50 — 109 6.50 — 109 6.50 — 109 6.70 — 109 6.72 — 113 5.80 — 105 6.50 — 120	Six	6-L 31/. 6-L 31/. 6-L 31/.	4 x43/8 CI 4 x43/8 CI 4 x43/8 CI	5.30 — 84 5.54 5.73 — 5.61 5.87 100
Six Std. '33-4 Eight '33 Eight Std '34 Eight Cust '34 Eight Cust '34 Six '35 Six Spec '35 6-80 Crusader '36 6-90, 6-110 '36 Crusader 85 '37 Cavalier 95 '37 Cavalier 95 '37 Cus. S'per. C120. '37 Special '38 Supercharger '38 Supercharger '38	8-L 31/8 x4 Al 6-L 3 x4 Al 6-L 3 x4 Al 6-L 3 x4 Al 6-L 31/4 x4 Al 6-L 31/4 x4 Al 6-L 31/4 x43/8 Al 6-L 31/4 x43/8 Al	6.70 — 120 6.80 — — 6.80 — 115 6.70 — 120 6.70 — 120 6.70 — 120 6.70 7.25 130 6.70 7.25 130	V-8 345B. '32 V-8 345C. '33 8-350. '34-5 8-3650. '36 Eight-50. '37 38-50. '38	8-L 33 8-L 3 8-L 3 8-L 33 8-L 33	8 x4 ¹⁵ / ₁₆ CI 8 x4 ¹⁵ / ₁₆ CI x4 ¹ / ₄ CI x4 ³ / ₈ CI 8 x4 ¹ / ₂ CI 8 x4 ¹ / ₂ CI	5.38 5.70 86 5.40 5.70 86 6.50 5.75 109 6.25 5.75 — 6.25 5.75 155
HUDSON		A share substitute.	McLAUGHLIN-E		4E/ CI	4 (2 5 02
Eight '32-3 Super Six '33 Eight Std '34 Eight Del '34-6 Six '35-6 Six '35-6 Six '37 Eight '37 Six '38 Eight '38 I12 '38	8-L 3 x4/2 CI 8-L 3 x4/2 CI 8-L 3 x4/2 CI 8-L 3 x4/2 CI 6-L 3 x5/2 CI 8-L 3 x4/2 CI 8-L 3 x5/2 CI 8-L 3 x4/2 CI 8-L 3 x5/2 CI 8-L 3 x4/2 CI 6-L 3 x5/2 CI 8-L 3 x4/2 CI 6-L 3 x5/2 CI 8-L 3 x4/2 CI	5.80 7.00 — 6.20 7.10 — 5.75 7.00 — 6.25 7.00 — 6.25 7.00 — 6.25 7.00 117 6.25 — 118 6.25 7.00 103 6.25 — 103 6.50 — 110	8-60 '31-2 8-50 '32 8-80-90 '32 8-50 '33 8-60 '33 8-80-90 '33 8-40, 44 '34-5 8-50, 45 '34-5 8-60, 46 '34-5 8-90, 49 '34-5 8-44 '36 8-44 '36 8-44 '36 8-44 Special '37	8-I 3% 8-I 31/1 8-I 31/1 8-I 31/2 8-I 33/2 8-I 33/2 8-I 33/2 8-I 33/2 8-I 37/2	6 x45 % CI (16x41/4 CI (16 x45 % CI (16 x45	4.63 5.03 — 4.65 5.09 — 4.40 4.80 — 5.25 4.84 — 5.25 4.84 — 5.25 — 100 5.25 — 104 4.95 — 95 5.55 — 5 5.70 — 103
HUPMOBILE 8 C, 221'30-2 6 Cen., 214'31-2 8 Cen., 218'31-2 Six 216'32 Eight 222'32	8-L 3 x4 ³ / ₄ CI 6-L 3 ¹ / ₄ x4 ¹ / ₄ CI 8-L 2 ⁷ / ₆ x4 ⁵ / ₈ CI 6-L 3 ³ / ₈ x4 ¹ / ₄ CI 8-L 2 ¹ / ₁₆ x4 ⁵ / ₈ CI	5.00 — 76	46 Century '37 48 Roadmstr '37 49 Limited '37 44 Special '38 46 Century '38 48 Roadmaster '38 49 Limited '38	8-I 31/4 8-I 37/4 8-I 37/4	2 x41/8 CI 6 x45/6 CI 16 x45/6 CI 16 x45/6 CI 16 x45/6 CI 16 x45/6 CI 16 x45/6 CI 16 x45/6 CI	5.75 — 106 5.75 — 109 5.75 — 106 6.15 — 112 6.35 — 114 6.35 — 114
Al—Alum	inum.	CA-Cast Iron	or Aluminum.		CI—Ca	st Iron.

†—Compression ratio on DeLuxe Models.

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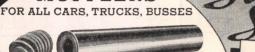
ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio— Standard	Compression Ratio— Optional	Compression Pressure At Cranking Speed		Make and Model		Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio— Standard	Compression Ratio— Optional	Compression Pressure At Cranking Speed
6 Big 1060 8-1070-113 8 Spec. 10 8 Adv. Ar 6 Big 1120 8 Spec. 11 8A. 1180- 6 Big 1220 8 Amb. 13	80 '31-2 30 '32-3 80 '32-3 80 '32-3 70 '33 70 '33 70 '33 70 '34-5 90 '34-5 90 '34-5 90 '35 '36 '36 '36	8-L 6-L 8-I 8-I 6-L 8-I 8-I 6-I 8-I 6-L	278 x43 318 x43 318 x43 318 x44 314 x43 314 x43 318 x44 318 x44 318 x44 318 x44 318 x44	CI CI CI CI CI CI CI CI CI CI CI CI CI C	5.00 5.10 5.10 5.25 5.25 5.25 5.25 5.25 5.25 5.25 5.2	5.88	76 78 80 80 84 78 80 85 95 90		OLDSM Six F-32 Eight L Six F-33 Six F-34 Eight L- Six F Eight L Six. Six. Eight	34	'32 '32-3 '33 '34 '34 '35-6 '35-6 '37	6-L 8-L 6-L 8-L 6-L 8-L 6-L 8-L	35/16 x41/3 3 x41/3 35/16 x41/3 35/16 x41/3 35/16 x41/3 37/16 x41/8 37/16 x41/8 31/4 x37/8	CI CI CI CI CI CI CI	5.30 5.50 5.30 5.70 5.70 6.00 6.20 6.10 6.10 6.20		84 88 84 92 92 111 121
8 Super A Lafayette. Ambassad Ambassad Lafayette. Ambassad	or 6'37 or 8'37 '38 or 6'38	8-I 6-L 6-I 8-I 6-L 6-I 8-I	3% x4% 31% x41/4 33% x43% 33% x43% 31% x41/4 33% x43% 31% x41/4	CI CI CI CI CI	5.25 5.61 5.67 5.64 5.83 6.00 6.00	5.88	100 100 90 100 100 90 CI—	Cast	8 Std 8 Del Eight Super 8 Twelve Eight Iron		'33	8-L 8-L 8-L 8-L 12-L 8-L	3 ³ / ₁₆ x5 3 ¹ / ₂ x5 3 ³ / ₁₆ x5 3 ³ / ₁₆ x5 3 ³ / ₁₆ x4 3 ³ / ₁₆ x5	CI CI CI CI CI	6.00 6.00 6.00 6.00 6.00 6.00	a a b b	100 100 100 100 100 100



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ENGINE SPECIFICATIONS

Make and Model	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio— Standard	Compression Ratio— Optional	Compression Pressure At Cranking Speed	Make and Model Year No. Cylinders and Valve Arrangement Bore and Stroke Standard Cylinder Head Material Compression Ratio— Standard Compression Ratio— Optional	Compression Pressure At Cranking Speed
PACKARD—Co Super 8	8-L 12-L 5 8-L 5 8-L 5 8-L 5 12-L 6 8-L	3 ¹ / ₂ x5 3 ⁷ / ₆ x4 3 ¹ / ₄ x3 ⁷ / ₈ 3 ⁸ / ₆ x5 3 ¹ / ₂ x5 3 ¹ / ₆ x4 ¹ / ₄ 3 ¹ / ₄ x4 ¹ / ₄ 5 ⁵ / ₁₆ x5 3 ¹ / ₂ x5	Al Al	6.00 6.00 6.50 6.30 6.40 6.50 6.50 6.50	6.38 6.33 6.00 6.00 7.00	100 100 100 100 100 120	PLYMOUTH PB	
Super 8. 3 Twelve. 3 Six. 3 Eight 120-C 3 Super 8. 3 Twelve. 3 Six. 3 Eight. 3 Six 3 Eight. 3 Super 8. 3 Twelve. 3 Twelve. 3	7 6-L 7 8-L 7 8-L 7 12-L 8 6-L 8 8-L 8 12-L	37/6 x41/4 37/6 x41/4 31/4 x41/4 33/6 x5 37/6 x41/4 31/2 x41/4 33/6 x5 37/6 x41/4 inum.	Al CI Al Al CI Al Al Al	6.40 6.30 6.50 6.50 6.40 6.52 6.60 6.50 6.40		110 110 110 110 110 110 110 110 110 I—Cast	Six M-402 '32 6-L 3½6 x3½ CI 5.10 — 8 M-601 '33 8-L 3½6 x3½ CI 5.70 — Eight 603 '34 8-L 3½6 x3½ CI 6.20 — Six '35-6 6-L 3½ x3½ CI 6.21 — Eight '35 8-L 3½6 x3½ CI 6.21 — Eight '36 8-L 3½6 x3½ CI 6.21 — Six 224 '37 6-1 3½6 x3½ CI 6.50 — Six 25-00 '38 6-1 3½6 x3½ CI 6.25 —	73 92 102 149 ———————————————————————————————————



The Complete Line

* TURN TO PAGE 74 FOR MORE INFORMATION

ENGINE SPECIFICATIONS

Make and Model Year	No. Cyjinders and Valve Arrangement Bore and Stroke	Standard Cylinder— Head Material	Compression Ratio— Standard	Compression Ratio— Optional	Compression Pressure At Cranking Speed	Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio— Standard	Compression Ratio— Optional	Compression Pressure At Cranking Speed
REO						STUDEB	AKER-	-Cont	inued				
8-21, 25 31-2 8-30, 35 31-2 Six 21 32 Six 38, S4 33-4 8 Royale 33-4 6 Fly. Cd. 6A 35 Six Royale 75 36 6 Fly. Cd. 36	8-L 3 x4 ³ / ₄ 8-L 3 ³ / ₈ x5 6-L 3 ³ / ₈ x5 6-L 3 ³ / ₈ x5 6-L 3 ³ / ₈ x4 ¹ / ₄ 6-L 3 ³ / ₈ x4 ¹ / ₄	CI CI CI CI Al CI Al	5.37 5.30 5.30 5.30 5.30 7.10 5.40 6.50		85 84 84 78 84 90 78 85	Dict. 6-A Pres. 8-2C Dictator 6 President 8. Six (7A) Comm. 6 (8 President 8	'36 '37 '37 '38 A)'38 (4C)'38	6-L 8-L 6-L 8-L 6-L 6-L 8-L	31/4 x43/ 31/6 x41/ 31/6 x41/ 35/6 x43/ 35/6 x43/ 31/6 x41/	Al CI Al CI CI	6.30 6.50 6.00 6.50 6.00 6.00	7.00* 6.50*	105
ROCKNE						Six Std	'34	6-L	3 x5 3 x5	CI	5.70	7.00	80
6-65	6-L 31/8 x41/8 6-L 31/4 x51/8 6-L 31/8 x41/8	CI CI CI	5.00 5.00 5.50	5.25 6.00	88 76 88	Six DeL Six Six De Luxe Six Super Special 80	'35–6 '37 '37 '38	6-L 6-L 6-L 6-L	3 x5 3 x5 3 x5 3 x5	CI CI CI CI	6.20 6.00 6.25 6.25 6.25	7.00 7.00 7.00 7.00 7.00	80 80 117 117 103
STUDEBAKER						Super 82	'38	6-L	3 x5	CI	6.25	7.00	103
Dict. 8. '30-2 Pres. 8. '31-2 Six 6-55. '32 Six 6-56. '33 Comm. 8-71. '32 Comm. 8-73. '33 Pres. 8-82. '33 Dict. 6-A. '34 Comm. 8-B. '34 Pres. 8-C. '34 Dict. 6-A. '35 Comm. 8-1B. '35 Pres. 8-1C. '35	8-L 3½ x3¾ 6-L 3½ x45% 6-L 3¼ x45% 6-L 3½ x45% 8-L 3½6 x4 8-L 3½6 x4 8-L 3½6 x4 6-L 3½ x43% 6-L 3½ x43% 6-L 3½ x43% 8-L 3½6 x4 6-L 3¼ x41% 8-L 3½6 x4 8-L 3£6 x4 8-L	CI CI CI CI CI CI Al Al Al CI CI Al	5.00 5.10 5.00 5.50 5.50 5.50 5.50 6.30 6.30 6.30 6.00 6.50	6.00 b 6.00 6.00 6.00 6.00 6.90 6.50	76 78 76 88 79 88 88 88 105 105	WILLYS 6-97, 98D, 9 Eight 8-88. Four 77. Four 77. Four 77. Four 38. WILLYS Six 95. Six 66D.	'32 '33 '35 '36 '37 '38 KNIGH	6-L 8-L 4-L 4-L 4-L 4-L 4-L 1T	31/4 x37/8 31/8 x4 31/8 x43/3 31/8 x43/3 31/8 x43/8 31/8 x43/8 215/6x43/8 33/8 x43/8	CI CI CI CI CI	5.26 5.26 5.13 5.13 5.70 5.70		82 82 78 83 87 87 87 87
Al—Alu	minum.		b—0	ptiona	l ratios, 5. With Alun	.0 to 1 and 6.36 ninum Head.				-Cast	Iron.		

MOTOR MAGAZINE'S

CANADIAN SERVICE DATA BOOK

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MOTOR MAGAZINE
73 Richmond St. W., Toronto, Canada

Make and Model	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins-Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
AUBURN			7		Poly :	7						nas.	Perri
8-100	21/2 21/2 21/2 21/2 21/2 21/2 21/2 21/2	7/	RFRRFFRRFRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR	.0003 .0006 .0003 .0003 .0003 .0003 .0003 .SF SF SF SF SF	Re DB DB DB DB DB Re Re Re Re Re	91/2 91/2 91/2 91/2 91/2 91/2 91/2 91/2	Ba Ba Ba Ba Ba Ba Ba Ba Ba Ba	21/sx11/4 21/2x11/4 21/sx11/4 22/sx11/4 21/2x11/4 22/sx11/4 22/sx11/4 22/sx11/4 22/sx11/4 21/2x11/4 21/2x11/4 21/2x11/4 21/2x11/4 21/2x11/4 21/sx11/4 21/sx11/4 21/sx11/4	.0015 .0030 .0015 .0015 .0030 .0030 .0015 .0005 .0005 .0005 .0005 .0025 .0025	.004 .012 .004 .012 .012 .004 .004 .002 .002 .002 .009 .009	No N	Spun Spun Spun Spun Spun Spun Spun Spun	вввввввввввв
CADILLAC													
V- 8 355B	31,52,66,65,52,165,66,66,66,66,66,66,66,66,66,66,66,66,6	777777777777777777777777777777777777777	PPPPPPPPPPPPFFFPPFFPPFFP	.0002 .0002 .0002 .0003 .0003 .0004	DB D	101/2 91/4 101/2 91/4 101/2 91/4 101/2 91/4 91/4 83/4 83/4 91/4 83/4 91/4 83/4 91/4	Ba B	23/x13/s 21/x11/s 23/x21/s 23/x21/s 23/x21/s 23/x13/s 21/x11/s 23/x13/s 21/x11/s 21/x11/s 21/x21/s 21/	.0020 .0025 .0025 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015	.003 .004 .004 .003 .004 .003 .004 .006 .006 .006 .003 .003 .003 .003 .003	No N	Pour Pour Pour Pour Pour Spun Spun Spun Spun Sep Sep Sep Sep Sep Sep Sep Sep Sep Sep	BBBBBBBBBBBAAABBBAAAA
CHEVROLET													
Six Confed 1932 Six Std 1933 Six Master 1933 Six Std 1934 Six Std 1934 Six Std 1935 Six Std 1935 Six Master 1935 Six Std 1936 Six Master 1936 Six 1937 Six 1938	27/8 229/32 229/32 229/32 229/32 229/32 229/32 229/32 33/32 3.135	1 1 .990 .990 .990 .990 .990 .990 .865 .865	RRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR	.0005 .0003 .0003 .0003 .0003 .SF SF SF SF SF	Re Re Re Re Re Re Re DB	7 6 ¹⁷ / ₂₂ 7 ¹ / ₂ 6 ¹⁷ / ₂ 7 ¹ / ₂ 7 ¹ / ₂ 7 ¹ / ₂ 6 ¹³ / ₆	Ba Ba Ba Ba Ba Ba Ba Ba	2x13/8 21/8x13/2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	.0010 .0005 .0005 .0005 .0005 .0005 .0005 .0005 .0005	.005 .004 .004 .004 .004 .004 .004 .004	Sol Sol Sol Sol Sol Sol Sol Sol Sol Sol	Pour Pour Pour Spun Spun Spun Spun Spun Spun Spun Spun	A A A A A A A A A A A A A A A A A A A

For key to abbreviations see page 87

Make and Model	Wrist Pins—Length	Wrist Pins—Diameter Wrist Pins—Locking Method	Wrist Pins—Clearance Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance , Conn. Rod Bearings— End Play Shim Type	Bearing Type	Pistons and Rods removed from above or below
CHRYSLER								m.74
Six CI. 1932 Eight CP. 1932 Eight Imp. CH. 1932 Six CO. 1933 Eight CT. 1933 Eight CT. 1933 Six CA. 1934 Eight CU. 1934 Eight CU. 1934 Eight CV. 1935 Eight CI. 1935 Eight CZ. 1935 Eight CZ. 1935 Eight CZ. 1935 Eight CA. 1935 Eight CA. 1936 Eight CA. 1937 Eight CA. 1938 EVALUATE CA. 1938	23/4 23/4 23/4 23/4 23/4 23/4 23/4 23/4	**************************************	.0001 — .0001	83/4 9 10 83/4 9 83/4 9 9 83/4 99/6 9 9 83/4 99/6 9 9 8 99/16 9 9 8 9 9 9 9 9	Ba 115 (xx 13 s Ba 25 (xx 14 s BB 25	.0010 .003 No .0010 .006 No	Spun Spun Spun Spun Sep Sep Sep Sep Sep Sep Sep Sep Sep Sep	A A A A A A A A A A A A A A A A A A A
DE SOTO					D 4174 404	0010 002 N		
Six SC 1932 Six SD 1933 Six SE 1934 Six SF 1935 Six SG Airflow 1935 Six Cust. S1 1936 Six S2 Airflow 1936 Six S2 Sirrlow 1936 Six S-5 1938	2 ¹³ / ₁₆ 2 ³ / ₄ 2 ⁷ / ₈	55/64 F 55/64 F 55/64 F 55/64 F 55/64 F 55/64 F 55/64 F 55/64 F	.0003 — PF — P	813/16 813/16 83/8 83/8 83/4 83/4 83/4 83/4	Ba 115/6x13/8 Ba 115/6x13/8 SB 21/8x11/8 SB 21/8x11/8 SB 21/8x11/8 CL 21/8x11/8 CL 21/8x11/8 SB 21/8x11/4 SB 21/8x11/2	.0010 .003 No .0010 .003 No .0010 .003 No .0010 .003 No .0010 .003 No .0010 .005 No .0010 .006 No .0005 .006 No .0005 .005 No	Spun Spun Sep Sep Sep Sep Sep Sep Sep	A A A A A A
DODGE								
Six DL 1932 Eight DK 1932 Six DP 1933 Six DP 1933 Six DO 1933 Eight DO 1933 Six Del. DR 1934 Six Std. DT 1934 Six Big DS 1934 Six DU 1935 Six DU 1935 Six Del. DV 1935 Six Del. DV 1935 Six D2 1936 Six D3 1936 Six D4 1936 Six D4 1936 Six D-6, D-7 1937 Stand. 6 D-9 1938 De Luxe 6 D10 1938 Big Six D-8 1938	213/4 27/8/8/4 27/8/8/8/27/8/8 27/8/8/8/27/8/8 27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/27/8/8/8/8		.0003 — .0003 — .0003 — .0003 — .0003 — .0003 — .0003 — .0004 — .0004 — .0005 — .0005 — .0005 — .0006	813/6 813/6 813/6 813/6 6813/6	Ba 113 (xx 13 x 13 x 13 x 13 x 13 x 13 x 1	0010 003 No 0010 005 No 0005 006 No 0005 006 No 0005 0055 No	Spun Spun Spun Spun Spun Sep	A A A A A A A A A A A A A A A A A A A

For key to abbreviations see page 87

Make and Model	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods-Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
ESSEX Six	27/16 27/16 27/16	3/4 3/4 3/4	FFF	.0004	DB DB DB	8 ³ / ₁₆ 8 ³ / ₁₆	Ba Ba Ba	115/16 x 13/8 115/16 x 13/8 115/16 x 13/8	.0010 .0010 .0010	.006	Lam Lam Lam	Spun Spun Spun	E E E
FORD		3/4	r R	.0003	DB	83/16	Ва		.0010	.005	Сор	Pour	A
Model A 1930— Model B 1933 V-8 1932— V-8 1934 V-8 1934 V-8 1936 V-8 60 1937 V-8, 60 1938 V-8, 60 1938 V-8, 85 1936 V-8, 85 1936	2 ¹³ / ₁₆ 2 ¹³ / ₁₆ 2 ²⁵ / ₃₂ 2 ²⁵ / ₃₂ 2 ¹⁹ / ₆₄ 2 ¹³ / ₁₆ 2.368	1 3/4 3/4 3/4 3/4 11/16 3/4 11/16	RRRRRFFFF	.0002 .0002 .0002 .0002 .0002 .0002 .0002	DB DB DB DB DB DB DB	71/2 71/2 7 7 7 7 7 7 61/8 7	D	11/2x15/8 17/8x15/8 27/2x7/8 27/2x7/8 27/2x7/8 27/2x7/8 27/2x7/8 151/4x45/64 27/2x7/8 151/4x45/64 27/2x7/8	.0010 .0020 .0020 .0030 .0030 .003 .003 .003	.008 .012 .010 .010 .010 .004 .004 .004	No No No No No No No No No No	Pour Sep Sep Sep Sep F F F	A A A A A A
FRONTENAC 6-701932	23/4	7/8	F	.0002	Re	83/8	Ba	2x13/8	.0015	.002	No	Pour	В
6-85 1932 C-400 1933	27/8	7/8 55/64 55/64	FFF	.0001	Br —	83/8	Ba Ba	2x13/8 13/4x13/8	.0015	.002	No No	Spun Spun	A
GRAHAM Six 1932 Eight 1933 Six Std. 1933 Eight Std. 1933 Eight Std. 1933 Eight Std. 1933 Eight Std. 1934 Eight Std. 1934 Eight Cust. 1935 Six Std. 1934 Eight Cust. 1935 Six 1933 Eight Cust. 1934 Cight Cust. 1936 Cavalier 1936 C-80 Crusader 1936 C-110 Super C. 1936 C-110 Super C. 1936 C-110 Super C. 1936 C-110 Super C. 1936 Cavalier 95 Supercharger 116 1937 Cus. Super C 120 1937 Special 1938 Supercharger 1938	2 ¹⁸ / ₁₈	13/6 13/6 13/6 13/6 13/6 13/6 13/6 13/6	RRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR	.0005 .0005 .0010 .0010 .0010 .0010 .0010 .0010 .0011 .0001 .0005 .0005 .0005 .0005 .0005 .0005	Re Re Re Re Re Re Re Re Re Re Re Re Re R	91/4/89/4/89/89/99/5/89/99/5/89/99/5/89/99/5/89/99/5/89/99/5/77/77/77/77/77/77/77/77/77/77/77/77/7	Ba SB Ba SB SS	2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 1/5/6x1/5/6 1/5/6x1/5/6 1/5/6x1/5/6 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/4 2/4x1/5 2/4x1/4 2/4x1/5 2/	.0020 .0020 .0020 .0020 .0020 .0020 .0020 .0010 .0010 .0010 .0010 .0020 .0020 .0020 .0020 .0020 .0020	.005 .005 .005 .005 .005 .005 .005 .005	Lam	Pour Pour Pour Spun Spun Spun Spun Spun Spun Spun Spun	BBBBBBBBBBBAAAAAAAAAAAAAAAAAAAAAAAAAAA
Eight 193 Super 6 193 Eight 193 Eight 193 Eight 193 Big Six 193 Eight 193 Six 193 Eight 193 Eight 193	27/16 27/16 27/16 27/16 27/16 27/16	3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4	FFFFFFFF	.0004 .0003 .0003 .0003 .0003 .0003 .0003	DB DB DB DB DB DB DB	83/16 83/16 83/16 83/16 83/16 83/16 83/16	Ba Ba Ba Ba Ba Ba	115/6x 3/8 115/6x 3/8 115/6x 3/8 115/6x 3/8 115/6x 3/8 115/6x 3/8 115/6x 3/8 115/6x 3/8	.0010 .0010 .0010 .0010 .0010 .0010 .0010	.006 .006 .006 .006 .006 .006	Lam Lam Lam Lam Lam Lam Lam	Spun Spun Spun Spun Spun Spun Spun Spun	EEEEAEAE

For key to abbreviations see page 87

Make and Model	Wrist Pins-Length	Wrist Pins-Diameter	Wrist Pins-Locking Method	Wrist Pins-Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
HUDSON—Continue	d												
Six 1937 Eight 1937 Six 1938 Eight 1938 112 1938	27/16 27/16 27/16 27/16 27/16	3/4 3/4 3/4 3/4 3/4	FFFFF	.0003 .0003 .0003 .0003	DB DB DB DB DB	8 ³ / ₁₆ 8 ³ / ₁₆ 8 ³ / ₁₆ 8 ⁵ / ₈	Ba Ba Ba Ba	115/16x 3/8 115/16x 3/8 115/16x 3/8	.0010 .0010 .0010 .0010 .0010	.006 .006 .006 .006	Lam Lam Lam Lam Lam	Spun Spun Spun Spun Spun	A A A A
HUPMOBILE													
Six 214	=	7/8 7/8	P P	.0004	DB DB	81/ ₄ 81/ ₄	Ba Ba	2½x1½ 2½x1¼	.0015	.006	No No	Spun Spun	A
Eight 218. 1932 Eight 221. 1932	=	3/4 7/8	P P	.0004	DB DB	91/8 91/2	Ba Ba	21/4x15/32 23/8x11/4	.0015	.006	No No	Spun Spun	B
		1	For	key to	abbre	viations s	ee b	age 87					

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CLUTCH PARTS
CLUTCH REBUILDER

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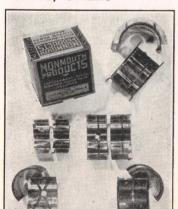
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Make and Model	Wrist Pins—Length	Wrist Pins-Diameter	Wrist Pins-Locking Method	Wrist Pins—Clearance	Wrist Pins-Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
HUPMOBILE—Conti	nued												
Eight 222. 1932 Eight 225. 1932 Eight 226. 1932 Eight 237. 1932	1111	3/4 15/16 7/8 15/16	FFFF	.0004 .0004 .0004 .0004	DB DB DB DB	91/8 91/2 91/2 91/2	Ba Ba Ba	2 ¹ / ₄ x 1 ⁹ / ₆₄ 2 ³ / ₈ x 1 ¹ / ₂ 2 ³ / ₈ x 1 ¹ / ₄ 2 ³ / ₈ x 1 ¹ / ₂	.0015 .0015 .0015 .0015	.008 .006 .006 .006	No No No No	Spun Spun Spun Spun	B B B
Six 321	=	7/8 3/4 7/8	P F F	.0004 .0005 .0004	DB DB DB	81/4 91/8 91/2	Ba Ba Ba	2½x1¼ 2¼x1½ 2¾x1½ 2¾x1¼	.0015 .0015 .0015	.005 .005 .005	No No No	Spun Spun Spun	A B B
Six 417. 1934 Six 421-421A 1934 Six 421J. 1934 Eight 422 1934 Eight 426 1934 Eight 427 1934	2 ¹⁵ / ₁₆ 2 ¹⁵ / ₁₆ 2 ²³ / ₃₂	7/8 7/8 7/8 7/8 3/4 7/8	FPFFFF	.0005 .0005 .0005 .0005 .0005	DB DB DB DB DB DB	87/6 81/4 81/4 91/8 91/2	SB Ba SB Ba Ba SB	2½8x1½ 2½8x1¼ 2½8x1¼ 2½8x1¼ 2½8x1¼ 2¾8x1¼ 2¾8x1¼	.0005 .0015 .0005 .0015 .0015	.005 .005 .005 .005 .005	No No No No No No	Sep Spun Sep Spun Spun Sep	A A B B B
Six 517	$\begin{array}{c} 2^{15} & 16 \\ 2^{15} & 16 \\ 2^{15} & 16 \\ 2^{15} & 16 \\ 2^{23} & 32 \end{array}$	7/8 7/8 7/8 7/8	FFFF	.0005 .0005 .0005 .0005	DB DB DB DB	87 ₁₆ 81/4 81/4 91/2	SB SB SB SB	2½8x1½ 2½8x1¼ 2½8x1¼ 2½8x1¼ 2¾8x1¼	.0005 .0005 .0005 .0015	.005 .005 .005 .005	No No No No	Sep Sep Sep Sep	B A A B
Six 618-G 1936 Eight 621-H 1936 6-622E 1938 8-825H 1938	$\begin{array}{c} 27_{16} \\ 2^{23}_{32} \\ 2^{15}_{16} \\ 2^{23}_{32} \end{array}$	7/8 7/8 7/8 7/8	FFFF	.0005 .0005 .0005 .0005	DB DB DB DB	8 ¹ / ₄ 9 ¹ / ₂ 8 ¹ / ₄ 9 ¹ / ₂	SB SB SB SB	2½x1½ 2¾x1¼ 2½x1¼ 2½x1¼ 2½x1¼	.0005 .0015 .0015 .0015	.005 .005 .005 .005	No No No No	Sep Sep Sep Sep	A B A B
LAFAYETTE										000			
Six. 1934 Six 3510. 1935 Six 3610. 1936	243/64 243/64 243/64	7/8 7/8 7/8	F F	.0001	DB DB DB	8 ³ / ₄ 8 ³ / ₄ 8 ³ / ₄	SB SB SB	2x17/16 2x119/64 2x119/64	.0020 .0020 .0020	.008 .008 .008	Sol Sol Sol	Sep Sep Sep	A A A
LA SALLE													
V-8 345B. 1932 V-8 345C. 1933 Eight 350. 1934 Eight 35-50. 1935 Eight 36-50. 1936 Eight. 1937 38-50. 1938	3½2 3½2 211/6 211/6 215/6 215/6	7/8 7/8 55/64 7/8 55/64 7/8	PPPPFF	.0002 .0003 .0003 .0002 PF PF PF	DB DB DB DB DB DB	10 ¹ / ₂ 10 ¹ / ₂ 9 9 9 8 ³ / ₄ 8 ³ / ₄	Ba Ba SB SB SB SB SB	2 ³ / ₈ x1 ³ / ₈ 2 ³ / ₈ x2 ³ / ₄ 2 ¹ / ₄ x1 ³ / ₈ 2 ¹ / ₄ x1 ³ / ₈ 2 ¹ / ₄ x1 ³ / ₆ 2 ¹⁵ / ₂ x2 ¹ / ₂ 2 . 460x2 ¹ / ₂	.0020 .0015 .0015 .0015 .0015 .0015	.003 .003 .006 .006 .003 .003	No No No No No No No	Pour Pour Sep Sep Sep Sep Sep	B B B B A A
McLAUGHLIN-BUIC	K												
Eight 50. 932 Eight 60. 932 Eight 80-90 1932 Eight 80-90 1933 Eight 60. 1933 Eight 60. 1933 Eight 80-90 1933 Eight 40. 1934 Eight 40. 1934 Eight 60. 1934 Eight 60. 1934 Eight 60. 1934 Eight 44. 1935 Eight 44. 1935	2 ¹⁷ / ₅ 2 2 ¹¹ / ₁₆ 2 ²⁷ / ₅ 2 2 ¹⁷ / ₅ 2 2 ¹¹ / ₁₆ 2 ¹⁷ / ₅ 2 2 ¹¹ / ₁₆ 2 ²⁷ / ₅ 2 2 ¹¹ / ₁₆ 2 ²⁷ / ₅ 2	3/4 13/6 7/8 3/4 13/6 7/8 13/6 3/4 13/6 3/4	R R R R R R R R R R R R R R	.0003 .0003 .0003 .0004 .0004 .0004 .0004 .0004 .0004 .0004	Re Re Re Re Re Re Re Re Re Re	9 93/4 11 9 93/4 11 71/4 9 93/4 11 71/4	Ba Ba Ba Ba Ba Ba Ba Ba Ba	23/6×15/6 23/6×15/6 21/8×15/6 23/6×15/6 23/6×15/6 23/8×13/6 2×11/4 21/8×15/6 23/8×13/6 2×11/4 21/8×15/6	.0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015	.005 .005 .005 .005 .005 .005 .005 .005	Sol Sol Sol Sol Sol Sol Sol Sol Sol Sol	Spun Spun Spun Spun Spun Spun Spun Spun	B B B B B B B B B B B B B B B B B B B
		1	For	key to	abbre	eviations s	ee p	age 87					

Make and Model Year	Wrist Pins—Length	Wrist Pins—Diameter Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
McLAUGHLIN-BUIC	K—C	ontinued										100
Eight 46 1935 Eight 49 1935 Eight 44 1936 Eight 45 1936 Eight 45 1936 Eight 49 1936 44 Special 1937 46 Century 1937 48 Roadmaster 1937 49 Limited 1937 44 Special 1938 46 Century 1938 46 Roadmaster 1938 48 Roadmaster 1938	211/6 227/52 211/16 231/52 231/52 231/52 211/6 31/16 31/16 31/16 31/16	RRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR	.0004 .0004 .0003 .0003 .0003 .0003 .0003 .0003 .0003 .0003 .0003	Re Re DB	93/4 11 71/4 81/4 81/4 75/8 81/4 75/8 81/4 81/4 81/4 81/4	Ba Ba Ba Ba Ba Ba Ba Ba Ba Ba	2 x17/82 21/4x15/16 21/4x15/16 21/4x15/16	0015 .0015 .0008 .0008 .0008 .0008 .0008 .0008 .0008 .0008 .0008 .0008	.005 .005 .005 .005 .005 .005 .005 .005	Sol Sol Sol Sol Sol Sol Sol Sol Sol Sol	Spun Spun Spun Spun Spun Spun Spun Spun	B B A A A A A A A A A A A A A A A A A A
NASH												
Six 960	239 64 239 64 229 64 231 66	\$45.50 \$1	.0001 .0001	DB D	8 /4 8 /4 8 /4 8 /4 8 /5 9 /5 9 /5 8 /4 8 /4 8 /4 8 /4 8 /4 8 /4 8 /4 8 /4	Ba SB SB SB SB	2x 119/64	.0020 .0020	.002 .002 .004 .005 .010 .005 .010 .008 .004 .006 .008 .008 .008 .008 .008 .008 .008	Lam Lam Lam Lam Lam Lam Lam Lam Sol	Pour Pour Sep Pour Pour Spun Pour Spun Pour Pour Pour Pour Pour Pour Pour Pour	A B A A B B B B B B A A A B B B B B B B
OLDSMOBILE											БСР	
Six F-32 1932 Eight L-32 1932 Six F-33 1933 Eight L-33 1933 Six F-34 1934	27/8 29/16 31/16 211/16 21/16	55/64 P 55/64 P 55/64 P 55/64 P	.0003 .0003 .0003 .0003	DB DB DB DB DB	9 9 9 9 718/6	Ba Ba SB SB SB	178x138 21/4x138 178x138 21/4x138 178x138	.0015 .0015 .0015 .0010 .0015	.004 .004 .003 .006 .006	No No No No No aued	Spun Spun Sep Sep Sep on page	A B A B A 85)

For key to abbreviations see page 87

Make and Model	Piston—Material Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
AUBURN														
8-100 1932 12-160 1932 12-160 1932 1932 1932 1933 1935	AA IS	15 17 15 15 17 17 16 16 16 16 16 16 16	33/4 37/8 33/4 33/4 33/4 33/4 33/4 33/4 33/4 33	.016 .011 .016 .016 .009 .009 .016 .019 .009 .009 .010 .010	.0015 .0025 .0015 .0015 .0015 .0015 .0015 .0015 .0020 .0020 .0020 .0020 .0015 .0015	.147 .162 .157 .157 .162 .157 .157 .162 .155 .155 .155 .159	.135 .152 .147 .147 .147 .152 .147 .152 .175 .175 .175 .179 .179	3 1/8 3 1/8 3 1/16 3 1/16 3 1/16 3 1/16 3 1/16 3 1/16	2 2 2 2 2 2 2 2 2 2 2 2 1	e e e e e e e e e e e e e e e e e e e	.010 .010 .007 .007 .010 .010 .007 .010 .008 .008 .008 .013 .013	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1/8/1/8/1/8/8/1/8/8/1/8/8/1/8/8/1/8/8/1/8/8/1/8/8/1/8/8/1/8/8/1/8/8/1/1/8/1/8/1/8/1/1/8/1/8/1/8/1/8/1/8/1/1/8/1/1/8/1/1/1/8/1/1/8/1/8/1/1/1/8/1/1/8/1/1/8/1/1/8/1/1/8/1/8/1/1/8/1/1/8/1/1/8/1/1/8/1/1/8/1/1/8/1/1/1/8/1/1/	.016 .018 .006 .006 .010 .006 .010 .006 .010 .008 .008 .008 .013 .013
CADILLAC														
V- 8 355B	MC LY MC LY	V 21	3 ²¹ / ₈₂ 3 ⁷ / ₁₆ 3 ⁷ / ₁₆	.016 .012 .014	.0020 .0020 .0030	.148 .122 .136	.148 .130 .128	33/8 31/3 3	2 2 1	f e 3/16	.008 .008 .008	2 2 3	e e h	.008 .008 .008
V- 8 355C	MC TI MC TI MC —	23 ³ / ₄ 20 ⁷ / ₈ 19 ¹ / ₂	3^{21}_{32} 3^{7}_{16} 3^{7}_{16}	.014 .012 .013	.0020 .0020 .0030	. 144 . 122 . 136	.144 .130 .128	38/8 31/8 3	2 2 1	f e 3/16	.003 .003 .003	3 2 3	g e h	. 005 . 005 . 005
V- 8 355D	AA TS	 	3 ²¹ / ₃₂ 3 ⁵ / ₁₆ 3 ⁵ / ₁₆	.019 .019 .018	.0023 .0020 .0018	.154 .144 .139	. 158 . 150 . 142	33/8 31/8 3	1 1 1	3/16 5/32 5/32	.007 .007 .007	3 3 3	3/32 3/32 3/32 3/32	.007 .007 .007
V- 8 355E	AA TS	15 11 ³ / ₄ 12	3^{21}_{32} 3^{5}_{16} 3^{5}_{16}	.019 .019 .018	.0023 .0020 .0018	. 154 . 144 . 139	.158 .150 .142	33/8 31/8 3	1 1	3/16 5/32 5/32	.007 .007 .007	3 3 3	3/32 3/32 3/32 3/32	.007 .007 .007
V- 8 60. 1936 V ₇ 8 70. 1936 V- 8 75. 1936 V-12 80-85 1936 V-16. 1936	AA TAAA TAAA TAAA TA	18 ¹ / ₄ 18 ¹ / ₄ 11 ³ / ₄	41/8 41/8 41/8 35/16 35/16	.019 021 .021 .019 .018	.0023 .0025 .0025 .0019 .0018	.154 .153 .153 .144 .139	.152 .151 .151 .150 .142	33/8 31/2 31/2 31/8 3	2 2 2 1 1	5/32 5/32 5/32 5/32 5/32 5/32	.007 .007 .007 .007	2 2 2 3 3 3	1/8 1/8 1/8 1/8 3/2 3/32	.007 .007 .007 .007
V-8 60	AA TA AA TA AA TA	181/4	41/8 41/8 35/16 35/16	.025 .025 .019 .018	.0021 .0021 .0020 .0018	.153 .153 .137 .132	.151 .151 .142 .134	31/2 31/2 31/8 3	2 2 1 1	5/32 5/32 5/32 5/32 5/32	.007 .007 .007 .007	2 2 3 3	1/8 1/8 3/32 3/32	.007 .007 .007 .007
V-8 38-60 & Spec 1938 V-8 38-65, 38-75 1938 V-16 38-90	AA TA	181/4	41/8 41/8 35/16	.025 .025 .018	.0021 .0021 .0018	. 153 . 153 . 132	. 151 . 151 . 134	31/ ₂ 31/ ₂ 31/ ₄	2 2 1	5/32 5/32 3/16	.007	2 2 2 2	1/8 1/8 3/8 3/82	.007 .007 .007

For key to abbreviations see page 39

NEW Ferrox X-90

will stop Oil Pumping in that can be fixed with

50% Greater Unit Pressure
is made possible by
Ferrox Surface

Make the Job Complete with

PERFECT CIRCLE PISTON EXPANDERS

Perfect Circle Piston Expanders restore aluminum pistons to correct shape and size, eliminate piston slap, help new rings to function more efficiently. Securely locked in place by piston pin, they cannot fall out. No additional installation charges because no machine work is necessary on pistons. Pistons are in no way mutilated. They can be simply installed by any mechanic anywhere — just as easily as stipping on a glove!

15 Packaged Sets for 112 models of cars and tracks.

PERFECT CIRCLE'S new Ferrox Surface can withstand three times the speed or pressure that raw cast-iron rings can without scuffing. This makes the X-90's greater pressure safe. Cylinders are protected—and improved—by Ferrox Surface.

The New X-90 is the service man's guarantee of satisfied car owners who will be pleased by the New X-90's greater oil and gas mileage, elimination of the usual bothersome "break-in" period, and increased power.

PERFECT CIRCLE

Piston Rings any engine piston rings



"200" TOP RING FURTHER IMPROVES PERFORMANCE

Table too to

OF X-90
PACKAGED SETS

The new "200" Top Ring is one of Perfect Circle's most important contributions to effective compression seal and oil control. The "200" is unmatched as a ring which must function as the first line of defense against power loss and the last line of defense against oil waste. It seats without scuffing, has a much longer life, operates with less wear, improves the performance of the rings below it. 67 X-90 tailor-made sets are available for 735 models of cars and trucks.

CANADIAN-MADE FOR THE CANADIAN TRADE The windshield emblem, handsomely embossed in heavy metal foil, is evidence to a consumer that the finest rings are used. Packed in every X-90 Set or supplied by Perfect Circle distributors on request.

FREE



HELPS DEALERS GET FAIR PRICES FOR USED CARS This free book of

This free book offered in Perfect Circle national advertising explains to used-car prospects why cars properly reconditioned are worth more money. This book used cars at a profit, Write Dept.

PISTON RINGS · PISTON EXPANDERS

THE PERFECT CIRCLE COMPANY LTD., TORONTO

SUNNEN RECONDITIONING

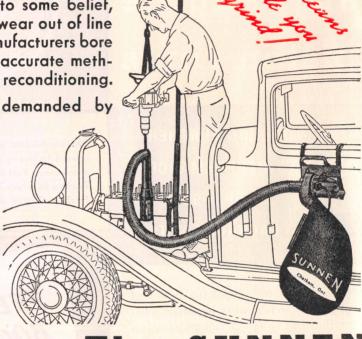
Uses the original bore for alignment. Contrary to some belief, cylinders do not wear out of line and using the manufacturers bore is the only safe, accurate method for cylinder reconditioning.

Produces finish demanded by car and ring manufacturers.

No mess - - no studs to remove -- no thin walls.

Does job in chassis in one to two hours.

PRICE \$120.



The SUNNEN

CYLINDER

OUTFIT

MODEL "LB" 2 SPEED

PIN HOLE GRINDER

gives

Positive Accuracy—Positive Control

This machine has taken the trade by storm. Produces a hole, impossible by any other method. Reduces pin fitting to a fraction of the time formerly required.

Only by using abrasive is it possible to produce smooth and accurate surfaces.

SUNNEN PRODUCTS CO.

CHATHAM

LIMITED

ONTARIO





Make and Model	Piston—Materia	Piston—Type	Weight in Ounces	riston—Length Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
CHEVROLET Six Confed	CI	SK SK			.0020	.150 .150	.150	35/16 35/	!	1/8	.002	2	5/32	.002
Six Master 1933 Six Std. 1934 Six Master 1934 Six 1935 Six 1936 Six 1937 Six 1938	CI CI CI CI CI CI	SK FS FS TP TP DS DS	28.8 311 28.8 311 28.8 311 28.8 311 22.34 41 22.7 411	16 .011 16 .011 16 .011 16 .014	.0020 .0020 .0015 .0020 .0014 .0015	.150 .150 .173 .173 .169 .173	.150 .150 .173 .156 .158 .150	35/16 35/16 35/16 35/16 35/16 35/16 31/2 31/2	1 1 1 1 1	1 8 3 16 3 16 3 16 3 16 3 16 3 16	.002 .004 .004 .004 .005 .005	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	552 552 552 18 18 18 18 18 18 18 18 18 18	.002 .002 .004 .004 .005 .005
CHRYSLER														
Six C1 1932 Eight CP 1932 Eight CP 1932 Eight Imp. CH 1932 Six CO 1933 Eight CT 1933 Eight CQ 1933 Imp. Cust. CL 1933 Six CA 1934 Eight CU 1934 Eight CU 1934 Eight CU 1934 Eight CZ 1935 Eight CZ 1935 Eight CZ 1935 Eight CZ 1935 Eight CZ 1936 Eight CB 1936 Eight CB 1936 Eight CB 1936 Eight CB 1936 Eight CP 1937 Airflow 8, C-17 1938 Cus. Imp. 8 C-20 1938	AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	IS I	17.5 311 17.5 313 21 43 — 37 — 37 — 37 — 37 — 37 10.2 37 10.2 37 10.2 37 10.2 37 10.2 37 10.3 37 — 3	16	.0010 .0010 .0015 .0010 .0010 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020			31/4 31/2 31/4 31/2 33/4 31/2 33/3 33/4 31/4 33/4 33/4 33/4 33/4 33/4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$.007 .007 .007 .007 .007 .007 .007 .007	3 3 4 4 4 4 4 3 3 3 3 3 2 2 2 2 2 2 2 2	a a 52 % 16 16 16 16 16 16 16 16 16 16 16 16 16	.007 .007 .004 .007 .007 .007 .007 .007
Six SC. 1932 Six SD. 1933 Six SE. 1934 Six SF. 1935 Six SG Airflow. 1935 Six Cust. SI. 1936 Six S Airflow. 1936 Six S S. 1937 Six S-3. 1938	AA AA AA AA AA AA	IS IS TS TS TS SA SA UA	- 33½ - 31½ - 32½ - 33½ - 33½ - 33½ - 33½ - 33½ - 33½	66 — 68 — 68 — 68 — 68 — 68 — 68 — 68 —	.0015 .0015 .0015 .0015 .0015 .0020 .0020 .0020			31/4 31/4 33/8 33/8 33/8 33/8 33/8 33/8 33/8	1 1 2 2 2 2 2 2 2 2	5/62 5/62 5/62 5/62 5/62 5/62 5/62 5/62	.007 .007 .007 .007 .007 .007 .007 .007	3 3 3 2 2 2 2 2 2 2	a 1/8 1/8 1/8 1/8 1/8 1/8	.007 .007 .007 .007 .007 .007 .007 .007

For key to abbreviations see page 39





Make and Model	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	. Compression Ring Gap
DODGE Six DL1932	AA	IS	18	311/16	Juli -	.0015			31/4	1	5/82	.007	3	a	.007
Eight DK	AA AA	IS IS	18	33/4	. 022	.0015	-	-	31/ ₄ 31/ ₄ 31/ ₆	i	5/32	.007	3	a 1/8	.007
Eight DO	AA	IS	18	33/4	.022	.0015		_	31/4	i	5/32 5/32	.007	3	78 a	.007
Six DS, DR 1934 Six Std. DT 1934	AA AA	IS TS	_	3 ¹¹ / ₁₆ 3 ¹¹ / ₁₆	.022	.0015	=	I	31/4 31/8	1	5/32 5/32	.007	3	a 1/8	.007
Six DU	AA	IS	_	311/6	.022	.0015	.177	.157	31/4	2 2	5/32	. 007	2	1/8 1/8	.007
Six DV	AA AA	TS	_	311/16	.022	.0015	. 177	. 151	31/8 31/4	2	5/82 5/82	.007	2	1/8	.007
Six D3, D41936	AA	TS	1	311/16	.022	.0015	.177	. 151	31/8	2 2	5/32	.007	2 2	1/8 1/8	.007
Six D-6, D 7	AA AA	UA SL	Ξ	311 ₁₆ 311 ₁₆	.022	.0005	.171	.151	31/4 31/8	2 2	5/3? 5/32	.007	2 2	1/8 1/8	. 007
Stand. 6 D-91938	AA	UA	_	311/2**	.022	.0005	.171	.151	bb	2	5/32	.007		1/8	.007
De Luxe 6 D-10	AA	UA	=	311 16** 311 16**	.022	.0005	.171	.151	cc aa	2 2	5/32 5/32	.007	2 2 2	1/8 1/8 1/8	.007
ESSEX															
Six1932	Sa	TS	91/4	33/16	.012	.0005	5/32	5/32	2 15/16	2	e	.009	2	3/32	.009
Terraplane 6	AA	TS	91/4	31/16	.016	.0005	150	.150	2 15/16	2	e	. 009	2	3/32	.009
Terraplane 81933	AA	TS	91/4	31/16	. 016	.0005	. 150	. 150	215/16	2	е	. 009	2	3/32	.009
FORD															
Mødel A1930-2	AA	SS	187/8	329/32	.025	.0020	. 147	.137	37/8	1	5/32	.013	2	1/8	.013
Model B1933	AA	SS	177/8	327/32	.025	.0020	5/32	1/8	37/8	1	5/32	.008	2	1/8	.012
V-81932-3	AA	SS	101/8	281/82	.020	. 0020	11/64	5/32	31/16	1	5/32	.005	2 2	3/32	.010
V-8	AA	SS	101/8	281/82 281/82	.022	.0020	.163	5/32 .156	31/16	1	5/32 5/32	.007	2	3/32 3/32	.012
V-8	AA	CG	133/4	21/82	.016	.0010	.163	.155	31/16	i	5/32	.008	2	3/32	.011
V-8, 601937	LA	FS	8.11	25/8	.001	.0010	.115	.115	2.6	1	5/32	. 008	2	3/32	.008
V-8, 851937	LA	FS	10.62	31/32	. 002	.0010	. 164	.156	31/16	1	5/32	. 008	2	3/32	.011
V-8 60 1938 V-8 85 1938	LA LA	FS TS	8.11 10.80	25/8 31/32	.001	.0010	.115	.115	2.6 31/16	1	5/32 5/32	.008	2 2	3/32 3/32	.008
FRONTENAC															
6-70	AA	IS	12	315/16	.006	.0025	.142	.141	31/4	1	5/32	.007	3	1/8	.007
6-851932	AA	IS	12	315/16	.030	.0025	.142	. 141	33/8	2	5/82	.007	2	1/8	.007
C-4001933	CI		28	33/4	.014	.0030	.188	.156	33/8	1	3/16	010	2	1/8	.010

For key to abbreviations see page 39

Make and Model Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
GRAHAM															
Six 1932 Eight 1932	AA AA	IS IS	16 16	1^{19}_{32} 1^{19}_{32}	.010	.0020	=	=	3½ 3½ 3½	1	3/16 3/16	.007	2 2	1/8 1/8	.010
Six Std. 1933 Eight Std. 1933 Eight Cust. 1933	AA AA	IS IS IS	17 16 16	3^{23}_{32} 3^{19}_{32} 3^{19}_{32}	.010 .010 .010	.0020 .0020 .0020	Ξ	<u>-</u> -	31/4 31/8 31/8	1 1 1	3/16 3/16 3/16	.007 .007 .007	2 2 2	1/8 1/8 1/8	.010 .010 .010
Six Std. 1934 Eight Std. 1934 Eight Cust. 1934	AA AA AA	IS IS IS	17 16 17	$\frac{3^{23}}{3^{19}}$ $\frac{3^{19}}{3^{2}}$ $\frac{3^{23}}{3^{2}}$.010 .010 .010	.0020 .0020 .0020	.157 .150 .157	. 157 . 150 . 157	31/4 31/8 31/4	1 1 1	3/16 3/16 3/16	.007 .007 .007	2 2 2	1/8 1/8 1/8	.010 .010 .010
Six 1935 Six Spec. 1935 Eight 1935 Eight Super C 1935	AA AA AA	IS IS IS IS	14 17 16 17	3^{41}_{64} 3^{23}_{32} 3^{19}_{32} 3^{23}_{32}	.025 .020 .025 .025	.0020 .0020 .0020 .0020	.128 .157 .149 .157	.130 .150 .138 .151	3 31/4 31/8 31/8	1 1 1	3/16 3/16 3/16 3/16	.005 .007 .007 .007	2 2 2 2 2	1/8 1/8 1/8 1/8	.005 .010 .010 .010

For key to abbreviations see page 39

FORD SERVICE PISTON RINGS—newcomers to the Genuine Ford Parts family!

GENUINE PART

NOW you can stock up with a new type of Service Piston Ring that has been specially engineered for servicing and reconditioning Ford passenger, commercial and truck models from 1928 to 1938—as well as Lincoln-Zephyr from 1936 to 1938. They fit snug as a glove—being accurate to one-half a thousandth of an inch. These new Service Rings are made to the exacting standards of material and measurement that govern production of Genuine Ford Parts. Their special construction, backed by an auxiliary tension ring, permits the ring to follow the contour of the cylinder wall, thereby ensuring against compression leaks or similar trouble. Oversizes are supplied from standard to sufficient oversizes in steps of .010 to conform with general service practice. No machining or piston alterations are necessary for installation. These Service Rings cost lea

compression teaks or similar trouble. Oversizes are supplied from standard to sufficient oversizes in steps of .010 to conform with general service practice. No machining or piston alterations are necessary for installation. These Service Rings cost less than rings made by other parts manufacturers for the Ford V-8. Use only Genuine Ford Parts for Ford work—it's the sure way to give your customers an A-1., satisfying job. And Genuine Ford Parts allow you a generous profit!

FORD MOTOR COMPANY OF CANADA, LIMITED

WINDSOR - - - ONTARIO

Make and Model	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
GRAHAM—Continue	d													
6-80 Crusader	AA AA AA	IS IS IS	14	311/16 311/16 311/16	.026 .021 .021	.0020 .0020 .0020	.138 .157 .157	.149 .151 .151	3 31/4 31/4	1 1 1	3/16 3/16 3/16	.008 2 .008 2 .008 2	1/8 1/8 1/8	.008 .008 .008
Crusader 85	AA AA AA	PS PC PC PC	153/8 141/8 141/8 141/8	311/16 35/8 35/8 35/8	.012 .012 .012 .012	.0020 .0025 .0025 .0025	.163 .177 .177 .177	.138 .157 .157 .157	3 31/4 31/4 31/4	2 2 2 2	x x x x	.010 1 .010 2 .010 2 .010 2	3/32 3/32 3/32 3/32	.010 .010 .010 .010
Special 1938 Supercharger 1938	AA AA	PC PC	14½ 14½	35/8 35/8	.012	.0025	. 1875 . 1875		31/ ₄ 31/ ₄	2 2	5/32 5/32	.010 2 .010 2	3/32 3/32	.010
HUDSON														
Eight 1932 Super 6 1933 Eight 1933 Eight 1934 Eight 1935 Eight 1935 Six 1936 Eight 1936 Six 1937 Eight 1937 Eight 1937 Eight 1938 Eight 1938 112 1938	Sa AA AA AA AA AA AA AA AA AA	TS TS TS TS TS CG CG CT CT CT CT	93/4 91/4 93/4 93/4 107/8 101/2 101/2 101/2 101/2 101/2	33/16 33/16 33/16 33/16 33/16 33/16 33/16 33/16 33/16	.012 .016 .016 .016 .016 .016 .016 .016 .016	.0005 .0005 .0005 .0005 .0010 .0010 .0010 .0015 .0015 .0020 .0020	.150 .150 .150 .156 .187 .187 .156 .156 .552 .552 .552	150 150 150 156 .093 .093 .156 .156	3 2 15/16 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	e e e 3 16 3 16 3 16 3 16 3 16 3 16 3 16	.009 2 .009 2 .009 2 .006 2 .006 2 .006 2 .009 2 .009 2 .009 2 .009 2 .009 2 .009 2 .009 2	\$ \frac{1}{2} \fra	.009 .009 .009 .006 .009 .006 .009 .009
HUPMOBILE		101							21./		1.	010 2	1/	007
Six 214 1932 Six 216 1932 Eight 218 1932 Eight 221 1932 Eight 222 1932 Eight 225 1932 Eight 226 1932 Eight 237 1932	AA AA CI AA AA AA	IS IS SS SS SS SS			.005 .010 .012 .012	.0030 .0030 .0030 .0030	.141 .136 .160	.141 .136 .160	31/4 33/8 27/8 3 215/16 31/2 31/2	2 1 1 2 1 2 1	1/8 1/8 1/8 3/16 b 1/8 b	.010 2 .010 2 .010 2 .010 2 .007 2 .010 4 .007 2 .010 4	1/8 1/8 9/64 9/64 9/64 9/64 9/64	.007 .007 .007 .007 .005 .007 .005
Six 321	AA AA AA	IS SS SS	=	=	.025 .023 .024	.0020 .0020 .0020	. 174	.159 .146	33/8 3 33/16	2 2 2	1/8 1/8 1/8	.007 2 .007 3 .007 3	1/8 a a	.007 .007 .007
Six 417. 1934 Six 421-421A 1934 Six 421, 1934 Eight 422. 1934 Eight 426. 1934 Eight 427. 1934	AA AA AA AA AA	IS IS IS SS SS SS		111111	.020 .025 .020 .023 .024 .020	.0025 .0020 .0025 .0020 .0020	.151 .174 .159 .155 .161	.151 .159 .159 .140 .146	31/2 38/8 31/2 3 33/6 33/16	2 2 2 2 2 2	5/82 1/8 5/32 1/8 1/8 5/32	.007 2 .007 2 .007 2 .007 3 .007 3 .007 2	1/8 1/8 1/8 a a 1/8	.007 .007 .007 .007 .007 .007
Six 517 1935 Six 518 1935 Eight 521-0 1935 Eight 527 1935	AA AA AA	IS IS IS IS	21 ³ / ₄ 21 ³ / ₄ 18 ² / ₅ 18 ² / ₅	4 ³ / ₃₂ 4 ³ / ₃₂ 3 ⁷ / ₈ 3 ⁷ / ₈	.020 .020 .020 .020	.0025 .0025 .0025 .0025	.151 .151 .147 .147	.151 .151 .147 .147	31/2 31/2 33/16 33/16	2 2 2 2	5/32 5/32 5/32 5/32	.007 2 .007 2 .007 2 .007 2	1/8 1/8 1/8 1/8	.007 .007 .007 .007

For key to abbreviations see page 39

OH! DOCTOR!

"I'VE GOT A BAD
OIL PUMPER!"





IF IT'S A BAD OIL PUMPER-

Call the M. D."

Sealed Power's new drastic multiple piece oil ring

When you come upon an engine that's wasting oil—an engine with cylinders that are badly worn and tapered—call in the STA-TITE "M. D."—Sealed Power's new multiple piece oil ring.

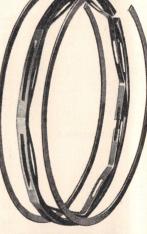
This remarkable new ring features two narrow steel segments which give increased unit pressure and more drastic scraping action. Their independent action permits them to follow bore irregularities with more flexibility than a one-piece ring. The cast iron spacer between the two steel segments provides the Super-Drainoil design and gives the same flushing action. Try the "M. D." in your next tough job!



Sales Office and Stock Warehouse: A. H. Fraser Co. Ltd., 283 E. King St., Toronto, Ont. Manufacturers of Piston Rings, Pistons, Pins, Valves and Cylinder Sleeves



Cross-section shows steel segments' scraping action; also flushing action of ring. Because of their independent action, the steel segments have full cylinder wall contact even under extreme tapered conditions.







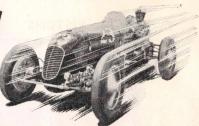
STA-TITE "M. D." sets for Ford, Chevrolet, Dodge and Plymouth feature STA-TITE "M. D." oil rings—New Granoseal Process on all rings—New special tension fire rings for top groove of pistons.

SEALED POWER PISTON RINGS

Make and Model	Piston—Material	Piston—Type	Weight in Ounces	Piston-Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—0il	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
HUPMOBILE—Con	tinued														
Six 618-G	AA AA	IS IS	21 ³ / ₄ 18 ³ / ₈	4 ³ / ₈₂ 3 ⁷ / ₈	.020	.0025	.151	.151 .143	31/2 38/16	2 2	5/32 5/32	.007	2 2	1/8 1/8	.007
6-622E 1938 8-825H 1938	AA AA	IS IS	21.7 18.4	4 ³ / ₈₂ 3 ⁷ / ₈	-	.0020	.151 .142	.151 .142	31/2 38/16	2 2	5/32 5/32	.007	2 2	1/8 1/8	.007
LAFAYETTE															
Six 1934 Six 3510 1935 Six 3610 1936	AA AA AA	IS IS IS	17 ³ / ₄ 17 ³ / ₄ 17 ³ / ₄	37/8 37/8 37/8	.002 .019 .019	.0020 .0010 .0010		.187	31/ ₄ 31/ ₄ 31/ ₄	2 2 2 2	e e e	.007	2 2 2 2	1/8 1/8 1/8	.007 .007 .007
LA SALLE															
V-8 345B 1932 V-8 345C 1933 Eight 350 1934 Eight 35-50 1935 Eight 36-50 1936 Eight 50 1937 38-50 1938	MC MC AA AA AA AA	LW TP TS TS TA TA	23 ³ / ₄ 23 ³ / ₄ 117/ ₈ 117/ ₈ 121/ ₈ 167/ ₈	3^{21}_{32} 3^{21}_{32} 3^{11}_{16} 3^{11}_{16} 4^{11}_{8} 4^{11}_{8}	.016 .014 .015 .016 .015 .023 .023	.0020 .0020 .0018 .0018 .0011 .0019	.148 .144 	.148 .144 .139 .135 .152 .152	33/8 33/8 3 3 3 33/8 33/8	2 2 2 2 2 2 2 2 2 2	f f j j 5/32 5/32	.008 .003 .007 .007 .007 .007	2 3 3 2 2 2 2	e g 3/32 1/8 1/8 1/8	.008 .005 .007 .007 .007 .007
McLAUGHLIN-BU	СК														
Eight 50	CI CI CI CI CI	EP EP EP	22 ¹ / ₄ 23 26 ¹ / ₄ 25 26 ³ / ₄ 30 ² / ₅	31/2 313/6 329/32 1/2 313/6 329/42	.008 .008 .008 .008 .008	.0015 .0018 .0026 .0015 .0018	.132 .185 .192 .162 .167 .178	.147 .163 .163 .142 .147 .158	2 15 16 31 16 35 16 2 15 16 31 16 35 16	1 1 2 2 2 2	3/16 3/16 3/16 3/16 5/32 5/32 5/32	.007 .007 .007 .010 .010	2 2 2 2 2 2 2	1/8 1/8 1/8 1/8 1/8	.010 .010 .010 .010 .010
Eight 40	CI CI CI CI	EP EP EP EP	26 25 26 ³ / ₄ 30 ² / ₅	313/16 31/2 313/16 329/32	.008	.0020 .0020 .0017 .0020 .0020	.174 .162 .167	.152 .147 .152 .157	31/ ₅₂ 3 31/ ₅₂ 3 3/ ₅₂ 3 3/ ₅₂ 3 5/ ₁₆	2 2 2 2	5/32 5/32 5/32 5/32 5/32	.010 .010 .010 .010	2 2 2 2	1/8 1/8 1/8 1/8 1/8	.010 .010 .010 .010
Eight 44	CI CI CI	EP EP EP	26 25 26 ³ / ₄ 30 ² / ₅	$3^{13}/_{16}$ $3^{1}/_{2}$ $3^{13}/_{16}$ $3^{29}/_{32}$.008 .008 .008 .009	.0020 .0017 .0020 .0020	.174 162 .167 .177	.152 .147 .152 .157	3 ³ / ₃₂ 3 ³ / ₃₂ 3 ³ / ₃₂ 3 ⁵ / ₁₆	2 2 2 2	5/32 5/32 5/32 5/32 5/32	.010 .010 .010	2 2 2 2	1/8 1/8 1/8 1/8 1/8	.010 .010 .010
Eight 44	AA AA AA	CA CA CA	13 ³ / ₄ 18 ¹ / ₄ 18 ¹ / ₄	313/16 45/32 45/32 45/32	.017 .020 .020 .020	.0015 .0017 .0017 .0017	.164 .173 .173 .173	.152 .166 .166 .166	33/32 37/16 37/16 37/16	2 2 2 2	5/32 /32 5/32 5/32	.010 .010 .010	2 2 2 2	1/8 1/8 1/8 1/8	.010 .010 .010

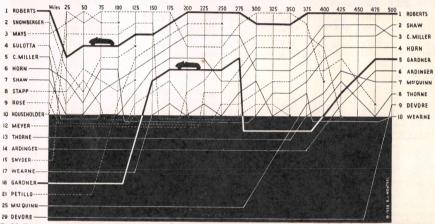
For key to abbreviations see page 39

WHAT A MAN WHAT A CAR Floyd Roberts, foremost racer in all-



WHAT PISTON RINGS?

around driving skill, and his Burd Piston Special.



BURD "QUIK-SEAL" FEATURE HELPS ROBERTS RIDDLE RACE RECORDS!

Floyd Roberts, fastest human in all 26 years of racing in Indianapolis, refused to take chances on piston rings for the matchless mount with which he won the 1938 classic. He used Burd "Quik-Seal" compression and oil rings. * * By finishing in fifth place, despite a tough break in the pits, Chet Gardner made it 2 out of 2 Burd entries in the high half of the money. * * With the same Quik-Seal feature, the new Burd "Super Hi-Speed" rings will win friends and build business for you.

BURD PISTON RING COMPANY, ROCKFORD, ILL.

Associate Co. Liberty Foundries Co



BURD Super PISTON Hi-Speed RINGS

LINDBLOOM VALVE PACKING . HADEES HOT WATER CAR HEATERS

Make and Model	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Botton	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore-Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
McLAUGHLIN-BUIC	CK—C	ontin CA	ued 133/4	3.81	.019	.0018	.167	.150	33/32	2	3/16	.010	2	3/32	.010
46 Century	AA AA AA	CA CA CA	18 ¹ / ₄ 18 ¹ / ₄ 18 ¹ / ₄	4. 16 4. 16 4. 16	.022	.0020	. 178 . 178 . 178	. 165 . 165 . 165	37 ₁₆ 37 ₁₆ 37 ₁₆	2 2 2	3/16 3/16 3/16	.010	2 2 2	3/32 3/32 3/32 3/32	.010
44 Special 1938 46 Century 1938 48 Roadmaster 1938 49 Limited 1938	AA AA AA	CA CA CA	14.5 17.7 17.7 17.7	49 ₃₂ 47 ₁₆ 47 ₁₆ 47 ₁₆	.018 .021 .021 .021	.0015 .0017 .0017 .0017	. 1675 . 178 . 178 . 178	.1505 .165 .165 .165	3 ³ / ₃₂ 3 ⁷ / ₁₆ 3 ⁷ / ₁₆ 3 ⁷ / ₁₆	2 2 2 2 2	3/16 3/16 3/16 3/16 3/16	.010 .010 .010 .010	2 2 2 2	k k k	.010 .010 .010 .010
NASH 6-960	AA AA AA AA AA AA AA AA AA AA AA AA	IS IS IS IS IS IS IS IS IS IS IS IS	151/2 14 14 14/4 171/2 16 19 173/4 141/4 16 19 19 18 16 19 18	315/6 37/6 311/6 37/8 311/6 37/8 311/6 37/8	.018 .020 .015 .018 .017 .021 .022 .022 .018 .018 .018 .022 .022 .022 .022	.0015 .0015 .0010 .0015 .0015 .0020 .0020 .0020 .0020 .0015 .0015 .0015 .0020 .0020 .0020	.156 	.144 	31/8 31/8 27/8 27/8 21/4 31/8 31/4 31/8 31/8 31/8 31/8 31/8 31/8 31/8 31/8	222222222222222222222222222222222222222		.026 .026 .026 .026 .010 .011 .014 .014 .007 .026 .026 .014 .014 .014	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1/	026 026 026 015 020 014 014 007 026 026 014 014 014
6 Adv. 3520	AA AA AA	IS IS IS	19½ 16 16	37/8 311/16 311/16	.022 .022 .022	.0025 .0020 .0020	.168 .162 .162	. 188 . 188 . 188	33/8 31/8 31/8	2 2 2	e e e	.014 .014 .014	2 2 2	1/8 1/8 1/8	014 .014 .014
6-400	AA AA AA	SS IS IS	19½ 19½ 16	37/8 37/8 311/16	.022 .022 .022	.0025 .0025 .0025	.167 .186 .188	.167 .166 .168	33/8 33/8 31/8	2 2 2	e e e	.008 .008 .015	2 2 2 2	1/8 1/8 1/8	.010 .010 .015
La Fayette 400. 1937 Ambassador 6. 1937 Ambassador 8. 1937	AA AA AA	IS IS IS	18 ³ / ₄ 18 ³ / ₄ 15 ¹ / ₂	37/8 37/8 311/16	.022 .022 .020	.0020 .0020 .0020	. 188 . 188 . 182	. 168 . 168 . 162	33/8 33/8 31/8	2 2 2	e e e	.010 .010 .010	2 2 2 2	1/8 1/8 1/8	.010 .010 .010
Lafayette	AA AA AA	IS IS IS	19½ 19½ 16	37/8 37/8 311/16	.020 .020 .018	.0010 .0010 .0010	.176 .176 .166	.154 .154 .150	33/8 33/8 31/8	2 2 2	5/s2 5/s2 d	.015 .015 .015	2 2 2 2	1/8 1/8 1/8	.015 .015 .015

For key to abbreviations see page 39

Make and Model	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance-Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore-Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
OLDSMOBILE															
Six F-32 193 Eight L-32 193 Six F-33 193 Eight L-33 193 Six F-34 193 Six F-34 193 Six F-35 193 Eight L-35 193 Six F-36 193 Eight L-36 193 Six F-36 193 Six F-36 193 Six F-36 193 Six F-36 193 Six F-36 193	2 CI 3 CI 3 CI 4 CI 4 CI 5 CI 6 AA	TP TP TP TP EP EP An An	34 30 28 24 ¹ / ₂ 27 24 ¹ / ₂ 16 12.7 17 ¹ / ₂	378 311 16 378 311 16 378 311 16 315 16 33/4 315 16 33/4	.009 .008 .009 .008 .009 .008 .027 .125 .026 .026	.0010 .0010 .0015 .0015 .0015 .0013 .0013 .0013	.170 .120 .190 .170 .183 .170 .171 .156 .172	.155 .155 .170 .155 .163 .155 .156 .140 .156	35/16 33/8 35/16 35/16 35/16 37/16	1 2 1 2 1 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2	3/16 e 3/16 e 3/16 e 3/16 e 3/16 e 3/16 e	.005 .005 .007 .007 .009 .007 .007 .007	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8	. 005 . 005 . 007 . 007 . 009 . 007 . 007 . 007 . 007 . 007
Six 193 Eight 193		TO SO	17 16	41/32 315/16	.026	.0013	11/64 5/32	5/32 9/64	37/16 31/4	2 2	3/16 3/16	.007	2 2	1/8 1/8	.007
			For ke	y to	abbrevi	ations	see p	age 39							

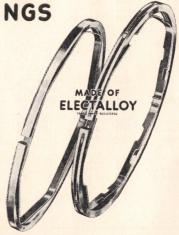
McQUAY-NORRIS

Super-X

PISTON RINGS

Make sure of your profit on ring jobs. Make sure you won't have comebacks. Super-X stops oil trouble gives better performance shows record results in service.





Make and Mode!	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore-Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
PACKARD 8 Std. 901-902	.1932	AA	IS IS			.015	.0015	.158	.158	35/16	1	5/82	.007	3	1/8	.007
8 DeL. 903-904 Eight !! Super Eight !! Twelve !! 8-120 !! Eight !! Super Eight !! Twelve !! Six !! Six ! Six ! Eight 120-C Super 8. Twelve !! Six Eight 120-C Super 8. Twelve !! Twelve !! Six ! Twelve !!	.1932 933-4 933-4 933-6 935-6 935-6 1937 .1937 .1937 .1938 .1938	AA AA AA AA AA AA AA AA AA AA	IS I	23 18 ³ / ₄ 21 ⁷ / ₈ 21 ³ / ₄ 19 17.6 18.7 19 ¹ / ₂ 16 ⁷ / ₈ 17 ³ / ₄ 20	37/8 37/8 37/8 41/4 4,33 37/8 41/4 4,318	.015	.0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0010 .0010	.158 .157 .158 .158 .157 .157 .158 .158	.158 .157 .158 .158 .157 .157 .158 .158 	35/6 31/2 33/6 31/4 35/6 31/4 35/6 31/4 35/6 31/4 35/6 31/4 35/6 31/4 35/6	1 1 1 1 1 1 1 2 1 1 1 2 1 1 1 2 1 1	5 52 5 52 5 52 5 52 5 52 5 52 5 52 5 52	.007 .007 .007 .007 .007 .007 .007 .007	3 3 3 3 2 2 2 3 3 2 2 2 3 3 2 2 2 3 3	1/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	.007 .007 .007 .007 .007 .007 .007 .007
PLYMOUTH																
PB Six PC, PD Six PE, PF Six PJ Six PJ, P2 Six P-3, P4 Six P-5 De Luxe 6 P-6	1933 1934 1935 1936 1937	AA AA AA AA AA	TS TS TS TS UA UA UA	14	4!8 311/16 311/16 311/16 311/16 311/16 311/16 311/16	.003 .022 .022 .022 .022 .022 .022 .022	.0030 .0015 .0015 .0015 .0005 .0005			35/8 31/8 31/8 31/8 31/8 dd	1 1 2 2 2 2 2 2 2	5/82 5/82 5/82 5/82 5/82 5/82 5/82 5/82	.007 .007 .007 .007 .007 .007 .007	3 3 2 2 2 2 2 2	1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8	.007 .007 .007 .007 .007 .007 .007
PONTIAC																
Six M-402 Eight M-601 Eight 603 Six Eight Six Eight Six Eight Six 224 Six 26-00 Six 25-00	1933 1934 1935 1936 1936 1937 1938	CI CI CI CI CI CI AA AA CI	TP TP TP TP TP TP TP TO TO DS	15½ 26¾ ———————————————————————————————————	315/6 37/8 37/8 325/82 37/8 31/2 39/6 329/82 411/64	.022 .022 .022 .022 .022 .022 .022 .027 .025 .0145	.0015 .0015 .0015 .0015 .0015 .0015 .0013 .0013	. 147 . 148 . 148 . 148 . 168 . 168 . 172 . 178 . 175	.147 .148 .148 .148 .164 .164 .156 .157 .150	35/16 38/16 38/16 38/16 38/16 38/16 39/16 39/16 31/2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 16 3 16 3 16 3 16 3 16 3 16 3 16 3 16	.010 .007 .007 .007 .007 .007 .007 .005	2 3 3 3 2 2 2 2 2 2	1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8	.010 .007 .007 .007 .007 .007 .007 .005 .005
REO																
6-21 Flying Cloud. 8-21 Flying Cloud. 8-25 Flying Cloud. 8-31 Royale 8-35 Royale	1932 1932 1932	AA AA AA AA	IS IS —	14 14 ¹ / ₂ 14 ¹ / ₂ 13 ¹ / ₂ 13 ¹ / ₂	4 35/8 35/8 4 4	.025 .016 .016 .025 .025	.0040 .0015 .0015 .0040 0040	.147 .172 .172 .155 .155	.133 .157 .157 .133 .133	33/8 3 33/8 33/8	2 1 1 2 2	\$ 16 \$ 16 e e	.007 .007 .007 .007	2 3 3 2 2	1/8 1/8 1/8 1/8 1/8	.005 .007 .007 .005

For key to abbreviations see page 39

Make and Model	Piston-Material	Piston-Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
REO—Continued 6 Flying Cloud 3S1933	AA	TS	13	4	.030	. 0006	. 165	.145	22/		• /	005	2	1.	007
8 Royale1933	AA	TS TS	15	4	.030	.0006	. 165	.145	33/8 33/8	1	3/16 3/16	.005	3	1/8	.007
6 Flying Cloud S41934 8 Royale N21934	AA	TS TS	13 15	4	.030	.0007	.180	. 160	33/8 33/8	2	f 3/16	.007	3 2	3/32 1/8	007
6 Flying Cloud 6A1935 6 Royale 7S1935	AA AA	TS TS	13 13	4	.027	.0024	.180	186	33/8 33/8	2 2	f f	.009	2 2	1/8 3/32	.007
6 Flying Cloud1936	AA	CT	13	4	. 027	.0024	. 170	. 140	33/8	2	f	. 009	2	3/32	007
ROCKNE															
6-65	CI	— TP	26 27 26	311/16 37/8 33/4	.012 .012 .012	.0020 .0020 .0015	.157 .150 .149	.149 .137 .143	31/4 31/4 31/8	1	3/16 3/16 3/16	.013 .013 .013	3 3 3	1/8 1/8 1/8	.013 .013 .013
STUDEBAKER															
Six 6-55. 1932 Dict. 8-62. 1932 Comm. 8-71. 1932 Pres. 8-91. 1932 Six 6-56. 1933 Comm. 8-73. 1933 Pres. 8-82. 1933 Dict. 6-8. 1934 Comm. 8-8. 1934 Comm. 8-B. 1934 Comm. 8-B. 1934 Comm. 8-B. 1934 Pres. 8-C. 1934 Dict. 6-1A. 1935 Dict. 6-1A. 1935 Dict. 6-1A. 1935 Dict. 6-2A. 1935 Dict. 6-2A. 1935 Comm. 8-1B. 1935 Pres. 8-1C. 1935 Dict. 6-3A. 1935 Dict. 6-3A. 1935 Dict. 6-3A. 1935 Dict. 6-3A. 1935 Pres. 8-1C. 1936 Pres. 8-2C. 1936 Pres. 8-2C. 1936 Pres. 8-2C. 1936 Commander 6 (8A) 1938 President 8 1938 Commander 6 (8A) 1938 President 8 1938	CI CI AA CI CI AA AA AA AA AA AA AA AA AA AA AA AA AA	IS IS IS IS IS SS SS CG CCG CCT CCT CCT CCT CCT CCT CCT CCT	27 25/4 14 20 27 25/4 21 15 13/2 15/1 15/4	37,8 313,16 37,8 313,16 41,4 33,4 43,4 33,4 43,4 33,4 43,4 33,4 3	012 012 013 022 012 031 032 032 030 016 015 016 016 015 016	.0020 .0020 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015	.150 .148 .134 .143 .157 .167 .158 .171 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .173 .184 .184 .184 .184 .184 .184 .184 .184	.137 .148 .139 .157 .137 .148 .148 .146 .137 .137 .146 .146 .137 .146 .137 .146 .137 .146 .137 .146 .137 .148 .148	31/4/6/6/331/4/6/6/331/4/6/6/6/6/6/6/6/6/6/6/6/6/6/6/6/6/6/6/		9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	.013 .013 .013 .013 .013 .013 .013 .013	333333333332222222222222222222222222222	8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/	.013 .013 .013 .013 .013 .013 .013 .013
TERRAPLANE															
Six 1934 Six 1935 Six 1936 Six 1937 Special 80 1938 Super 82 1938	AA AA AA AA	TS TS CG CT CT CT	91/ ₂ 107/ ₈ 101/ ₂ 101/ ₂ 101/ ₂ 101/ ₂	3 ⁸ / ₁₆ 3 ⁸ / ₁₆ 3 ⁸ / ₁₆ 3 ⁸ / ₁₆ 3 ⁸ / ₁₆	.016 .016 .016 .016 .016	.0005 .0010 .0010 .0015 .0020 .0020	.156 .187 .156 .532 .532 .532	.156 .093 .156 .5/32 .5/32 .5/32	3 3 3 3 3 3	2 2 2 2 2 2	e 3/16 3/16 3/16 3/16 3/16	.006 .006 .009 .009 .009	2 2 2 2 2 2 2	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	.006 .006 .009 .009 .009

For key to abbreviations see page 39

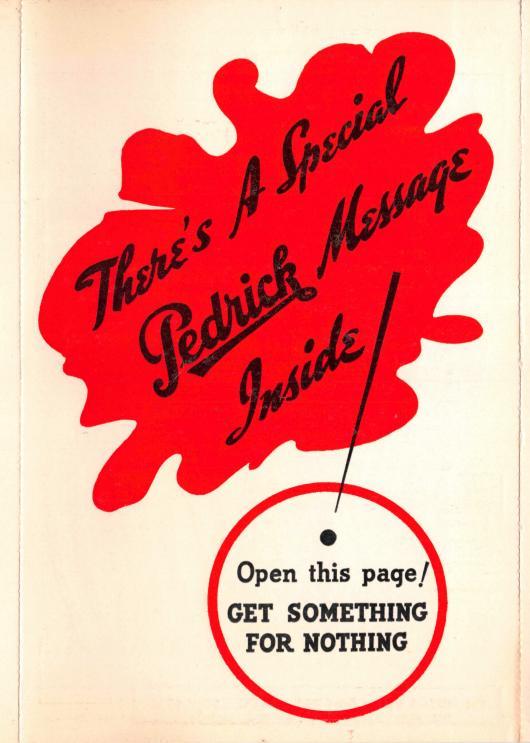




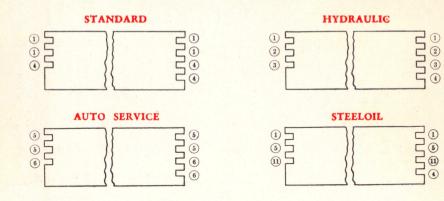
(Canada) Wilkening

Britain Street

TORONTO



Recommended Installations for PEDRICK PISTON RINGS



- Numbers refer to illustrations on previous page.
- Always be sure that ample drainage holes are drilled in all oil ring grooves.

Technical Manual

• For more detailed information concerning the correct installation of Pedrick Piston Rings see the Pedrick Technical Service Manual. If you do not have a copy of this valuable 67 page book, we'll be glad to send you one. Just fill in the attached post card and drop it in the mail, we pay the postage. Or write us on your own letterhead in the regular way, mentioning this publication.

Canada's Largest Selling Piston Rings

Year after year Pedrick Heat-Shaped Piston Rings outsell all others in the Canadian market and they continue to give satisfactory service in thousands of cars, trucks and buses. Excellent design and precision workmanship have gone a long way toward building this success but, in our opinion, Heat-Shaping has been the biggest factor.

By this exclusive Heat-Shaping process the correct tension is built into the piston ring by heat after all mechanical operations are completed. This method, which is exclusively Pedricks and fully covered by patents, insures a piston ring of correct shape in which all casting strains have been relieved and in which the correct tension is maintained throughout the life of the piston ring.

"If it isn't a Pedrick it isn't Heat-Shaped"

WILKENING MANUFACTURING CO. (CANADA) LIMITED 43 BRITAIN ST. TORONTO

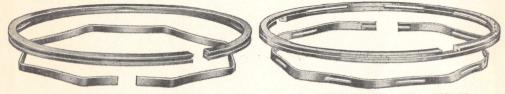
Gedrick STILL THE MOST COMPLETE LINE of PISTON RINGS! Sensational STILL THE MOST Sensational Sensational



1. STANDARD COMPRESSION

4. STANDARD OIL CONTROL

In new or rebored engines Pedrick Standard Piston Rings will excel any other single piece rings in sealing compression, controlling oil and giving long life because they are Heat-Shaped and incorporate in their design the latest developments of Pedrick's extensive laboratory and testing equipment.



2. HYDRAULIC COMPRESSION

3. HYDRAULIC OIL CONTROL

Pedrick Hydraulic Piston Rings are without doubt the finest piston rings that money can buy. They have back of them a record of nearly eight years of literally astonishing performance in countless installations requiring the toughest, most exacting service. Everything about them has been proved and proved again.





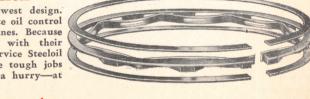
5. AUTO SERVICE COMPRESSION

6. AUTO SERVICE OIL CONTROL

Pedrick Auto Service Piston Rings embody all the excellent features of workmanship and precision engineering which make the entire Pedrick line outstanding. Auto Service has been on the market for more than three years and is amply proved in service and it outperforms any other single piece expander type piston ring in the market.

11. AUTO SERVICE STEELOIL

Auto Service Steeloil is our newest design. It is offered to provide immediate oil control at lowest cost in badly worn engines. Because of its narrow steel segments with their increased unit pressure Auto Service Steeloil Piston Rings are ideal for those tough jobs which have to be dried up in a hurry-at a low price.



See reverse side of this page for detailed installation instructions

INTRODUCTORY OFFER

One complete set of STEELOIL Piston Rings with a purchase of a set of the famous



PISTON RINGS

STEELOIL • the best "quick cure" oil ring for badly worn engines. To prove this we will give one set free to every shop, with the purchase of a set of the famous Pedrick Hydraulics for the same make and model.



HYDRAULIC

For all roundlong life - top performance in any job.

OFFER EXPIRES SEPTEMBER 30, 1938

Send For Your FREE Set NOW

Coupon on opposite page

& \$1.00 OIL CONTROL up to 4" diam.

SEND PEDRICK MANUAL

PISTONS - PISTON RINGS

Make and Model Make Year	Piston—Material	Piston—Type	Weight in Ounces	Piston-Length	Piston Clearance—Top	Piston Clearance—Botto n	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
WILLYS															
Six 6-90 1932	CI		263/4	_	_	.0015		_	31/4	1	3/16	.007	2	1/8	.004
Eight 8-88 1932		A CONTRACT	23	_		.0020		_	31/8	1	3/16	.007	3	3/32	.008
Four 77		_	23	33/4	.007	.0020	.132	.132	31/8	1	3/16	.007	3	3/32	.007
Four 77		TP	23	33/4	.007	.0025	.166	.180	31/8	1	3/16	.007	3	3/32	.007
Four 771936	CI	TP	23	33/4	.007	. 0025	. 166	. 180	31/8	1	3/16	.007	3	3/32	.010
37	CI	LW	22	33/4	.016	. 0025	. 166	. 148	31/8	1	3/16	.008	3	3/32	.008
Four 381938	CI	LW	21	33/4	.016	. 0025	.1665	. 1485	31/8	1	3/16	.008	3	3/32	.008
WILLYS KNIGHT															
Six 95 1932 Six 66D 1932		IS IS	14 191/4	=	Ξ	.0020	=	=	2 15 16 33/8	1	5/32 3/16	.004	3	1/8 1/8	.004

aa-31/4 x 43/8 up to Engine No. D8-C1001; 33/8 x 41/16 after. AA-Aluminum alloy. a-1 a 1/8", 2 @ 964. An—Anodized finish. b—1 @ 1/8", 1 @ .135". bb—31/8 x 43/8 up to Engine No. D9-C1001; 33/8 x 33/4 after. CA-Cam ground, anodized finish. cc-3½ x 4½ up to Engine No. D10-C1001; 3½ x 3¾ after. CG-Cam ground. CI-Cast iron. CS-Steel strut, cam ground, tin plated, autothermic. CT-Cam ground, T-slot. d-1 @ 3/6", 1 @ 1/8". dd-31/8 x 43/8 up to Engine No. P5-C1001; 31/8 x 33/4 after. DS-Dome head, slipper skirt, tin plated. e-1 @ 1/8", 1 @ 3/6". ee-31/8 x 43/8 up to Engine No. P6-C1001; 33/8 x 33/4 after. EP-Electroplated. f—1 @ ¾'', 1 @ ½''. FS—Full skirt. g—1 @ ½'', 2 @ ½''. h—1 @ ¾'', 2 @ ½''. IS—Invar struts.
j—1 @ ½'', 1 @ ½''. k—1 @ ½'', 1 @ ½''. LA—Light weight, cast alloy. LW—Light weight. m-Top, .1225-.1235; lower, .123-.124. MC-Molybdenum cast iron. PC-Plated, steel strut, cam ground, autothermic. PS-Plated, steel strut, autothermic. Sa-Silicon aluminum. SA-Split skirt, anodized finish. SC-Supercharged. SK Solid skirt. SL Split skirt, steel strut. SO Split skirt, aluminum oxide finish. SS-Split skirt. TA-T-slot, anodized finish. TC-T-slot, cam ground, anodized finish. TO-T-slot, oxidized finish. TP-Tin plated. TS-T-slot. UA-U-slot, cam ground, anodized finish. x-Upper, 3/6"; lower, 5/2". *-Late model engine bore 31/4, stroke 41/4. **-37/8 after bore and stroke change.

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test-Amp. Draw	Lock Test-Volts	Lock Test—Torque	Drive Type	Generator-Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to Open	Type Generator Regulation	Maximum Charging Rate— Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate— Armature Speed, Cold
AUBURN																	
12-160 8-101, 101A 8-105 12-161, 165 Six Eight 12-165	1933 1933 1934–6 1934–6	121 104 104 121 90 105 120	12.0 14.0 14.0 12.0 12.0 14.0 16.0	6.0 5.2 5.2 6.0 4.5 5.2 6.0	P P P P P	DR DR DR DR AL AL DR	600 600 575 600 550 582 600	3.0 3.0 3.0 3.0 3.0 3.0 3.0	35 22 15 35 12 15 35	Bend Bend Bend Bend Bend Bend	DR DR DR DR AL AL DR	6.7 7.0 7.0 6.7 7.0 7.0 6.7	2.5 2.5 2.5 2.5 0.5 0.5 2.5	3Br 3Br 3Br 3Br 3Br 3Br 3Br	22.0 21.0 21.0 22.0 20.0 20.0 22.0	8.6 8.5 8.6 8.0 8.0 8.6	1300 1450 1800 1300 2050 2050 1300
CADILLAC																	
V-12 370B, C. V-16, 452B, C. V-8 355D V-12 370D V-16 452D V-8 355E V-12 370E V-16 452E V-8 60, 70, 75 V-12, 80-85 V-16 V-8 (0,	.1932–3 	130 160 190 130 160 190 145 160 135 166 200 110 130 160 190 110 130 164	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	8.0 8.0 8.0 8.0 8.0 8.0 7.5 9.5 9.1 11.0 8.0 8.0 8.0 8.0	PPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	DR DR DR DR DR DR DR DR DR DR DR DR DR D	600 600 600 600 600 600 600 600 600 600	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	28 35 35 28 35 35 35 35 36 36 36 36 36 36 37 36 36 37 37 37 37 37 37 37 37 37 37 37 37 37	Man Man Man Man Man Man Man Man Man Man	DR DR DR DR DR DR DR DR DR DR DR DR DR D	6. 8 7. 5 6. 8 7. 0 7. 6. 7 6. 7 6. 7 6. 8 6. 8 6. 8 6. 8 6. 5 7. 0 7. 0 7. 0 6. 7 6. 7 6. 7 6. 7 6. 7 6. 7 6. 7 6. 7	2.0 2.0 2.0 2.0 2.0 0.5 0.5 0.5 1.0 1.0 1.0 1.0 3.0 3.0 3.0	3Br 3Br 3Br 3Br 3Br 3Br 3Br VC VC VC VR RC RC VR RC RC RC RC	22 0 22 0 15 0 15 0 15 0 15 0 15 0 22 0 22 0 22 0 22 0 26 0 27 0 27 0 25 0	8.6 7.0 7.0 8.6 7.0 7.7 7.7 7.7 7.7 8.1 8.1 8.0 8.0 8.0 8.0 8.0 8.0 8.0	1450 1600 1000 1200 1200 1200 1200 1200 120
CHEVROLET	1022	00	4.5	4.5	NI	DD	475	2 (12	D. I	DD	. 7	1.0	20	14.0	0.2	1700
Six Confed. Six Std. Six Master. Six Sid. Six Master. Six Six.	1933 1933 1934 1934 1935 1935 1936 1936	90 90 90 100 105 105 100 100 100	4.5 4.4 4.5 6.0 6.0 6.0 7.5 7.5 7.5	4.5 4.4 4.5 4.5 4.5 4.5 6.0 6.0 6.0	ZZZZZZZZZZ	DR DR DR DR DR DR DR DR DR DR	475 475 420 420 525 525 525 525 525 525 525	3.6 3.6 3.7 3.7 3.5 3.4 3.4 3.4 3.4 3.4 3.3	12 12 14 14 14 14 14 14 14 17 12	Bend Bend Bend Bend Bend Bend Bend Bend	DR DR DR DR DR DR DR DR DR DR	6.7 7.2 7.2 7.2 7.2 7.2 7.2 7.2 7.2 7.2 6.5	1.0 1.0 1.0 1.0 1.0 1.0 1.5 1.5 1.5	3Br 3Br 3Br 3Br 3Br 3Br 3Br VR VR	16.0 17.0 17.0 17.0 15.0 20.0 20.0 20.0 21.0 26.0	8.2 7.4 7.6 7.6 7.2 8.2 8.9 8.2 8.5 8.0	1700 1900 2100 1900 2900 2700 2450 1700 2400 2600 3400
CHRYSLER																	
Six C1, C0 Eight CP Eight Imp. CH Eight CT Eight CC Six CA Six CY Eight CU	1932 1932 1933 1934 1934	100 117 153 121 117 117 121 136	18.1	4.7 - 4.7 4.7 6.7	P P P P P P P	DR DR DR DR DR DR DR	600 600 600 600 600	3.0 3.0 3.0 3.0 3.0 3.0	15 28 28 28 — 28 —	Man Man Man Man Man Man Man Man	DR DR DR DR DR DR DR	6.7 6.7 6.7 6.7 6.7 6.7 6.7	2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br	19.0 19.0 17.0 26.0 19.0 18.0 18.0	8.2 8.1 8.2 8.2 8.2	2300 2300 1700 1800 2300 2600 2600 2600

For key to abbreviations see page 52

Make and Model	Battery—Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test-Amp. Draw	Lock Test-Volts	Lock Test-Torque	Drive Type	Generator-Make	Cutout Relay— Volts to Close	Cutout Relay— Amps, to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate— Volts, Cold	Maximum Charging Rate— Armature Speed, Cold
CHRYSLER—Contin	ued							1			ekemenya - ha			(3 -1		
Eight CV 193 Six C6, C7. 1935- Eight CZ, C8. 1935- Eight Airflow 1935- Six C-16. 193 De Luxe 8 C-14 193 Cus. Imp. C-15 193 Airflow C-17 193 Six C-18. 193 De Luxe 8 C-19 193 Cus. Imp. C-20 193	7 105 7 119 7 136 7 136 8 119 8 120	18.1 15.7 15.7 18.1 15.7 15.7 18.5 18.5 15.7 15.7	6.7 5.8 5.8 6.7 5.8 7.0 7.0 5.8 5.8 7.0	P P P P P P P P P P P P P P P P P P P	DR AL AL AL AL AL AL AL AL	600 	3.0 	15 — 18 25 25 25 25 25 25 25	Man Man Man Man Man Man Man Sol Sol	DR AL AL AL AL AL AL AL AL	6.7 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7	2.5 — 1.0 1.0 1.0 1.0 1.0 1.0	3Br VR VR VR RC RC RC RC RC RC RC	17.0 21.0 21.0 21.0 22.0 28.0 28.0 22.0 28.0 28.0 28.0 28	8.2 	1380 1540 1540 1540 1540 1380 1540 1540
DE SOTO Six SC	7 105	12.0 12.0 12.0 15.7 15.7 15.7	4.5 4.7 4.7 5.8 5.8 5.8 5.8	P P P P P	DR DR DR AL AL AL	600 600 — — 670 670	3.0 3.0 - 4.0 4.0	15 15 — — 18 18	Man Man Man Man Man Man Man	DR DR DR AL AL AL	6.7 6.7 6.7 6.5 7.0 7.0	2.5 2.5 2.5 1.0 1.0 1.0	3Br 3Br VR VR VR VR RC	19.0 19.0 18.0 21.0 21.0 21.0 28.0	8.2 - 8.0 8.0	2300 2300 2600 — 1500 *2025
DODGE Six DL. 193 Eight DK. 193 Six DP, DQ. 193 Eight DO 193 Six DS, DR. 193 Six Std. DT 193 Six DU, D2 1935 Six DU, D2 1935 Six DV DeL., D4 1935 Big 6 D-5 193 Six D-9 193 De Luxe D-10 193 Big 6 D-8 193	2 117 84 84 117 84 90 66 90 86 86 86 86 7 90 7 90 7 95 8 90 8 90	12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0	4.57 4.75 4.77 4.77 4.77 4.55 4.55 4.55	PPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	DR DR DR DR AL AL AL AL AL AL AL	600 600 600 600 475 475 — 650 650 670 670 670	3.0 3.0 3.0 3.6 3.6 4.0 4.0 4.0 4.0 4.0	15 28 15 28 12 12 12 ———————————————————————————	Man Man Man Man Man Man Man Man Man Man	DR DR DR DR DR AL AL AL AL AL	6.7 6.7 6.7 6.7 6.7 7.0 7.0 7.0 7.0 7.0 7.0	2.5 2.5 2.5 2.5 2.5 2.5 2.5 1.0 1.0 1.0 1.0	3Br 3Br 3Br 3Br 3Br VR 3Br VR 3Br VR RC 3Br VR	19.0 19.0 19.0 26.0 18.0 19.0 21.0 21.0 21.0 21.0 24.0 17.0 24.0 17.0 20.0 24.0	8.2 8.3 8.0 8.0 8.0 8.0 8.0 8.0	2300 2300 2300 1800 2600 2400 ————————————————————————————————
ESSEX Six	86	7.0 5.0 5.0	7.0 3.0 3.0	222	AL AL AL	470 470 610	3.5 3.5 3.5	10 12 12	Bend Bend Bend	AL AL AL	6.4 6.4 6.4	2.0 2.0 2.0	3Br 3Br 3Br	17.0 17.0 17.0	8.0 8.0 8.0	2250 2250 2250
FORD Model A 1930- Model B 193 V-8 1932- V-8 193 V-8 193 V-8 193 V-8 60" 193 V-8 "60" 193 V-8 "60" 193 V-8 "85" 193 V-8 "85" 193	8 80 8 80 8 80 6 96 7 100 7 100 8 100	10.0 10.0 10.0 10.0 10.0 10.0 8.0 8.0 8.0	2.0 2.0 2.0 2.0 2.0 2.0 5.0 5.0 5.0	P P P P P P P P P P P P P P P P P P P	AL AL AL AL AL AL AL AL AL AL	175 500 500 600 600 600 225 225 225 225	3.0 3.0 3.2 3.2 3.2 4.7 4.7 4.7	16 16 16 16 16 14 14 14 14	Bend Bend Bend Bend Bend Bend Bend Bend	Own Own Own AL AL AL AL AL AL	8.0 8.0 8.0 8.0 8.0 7.0 7.0 7.0	2.0 2.0 3.0 3.0 3.0 3.0 3.0 3.0	3Br 3Br 3Br 3Br 3Br 3Br 3Br VR	10.0 12.0 12.0 12.0 13.0 18.0 15.0 30.0 30.0	7.0 7.0 7.0 7.0 7.0 7.0 6.5 6.5 7.0 7.0	1500 1600 1600 1600 1600 1600 b b

BE SURE THE BATTERY
FITS THE CARRIER
IN THE CAR

BATTERY

THE SAFE WAY TO SELL A BATTERY!

Which Group Size Fits the Car?

Make	Year	Model	Group (size)	Amp. Hour Capacity (See note below)
Auburn	1930-37	All 8's	2	105
Auburn		All 12's	4*	120
Auburn		6-52, 6-53, 6-54	1	90
Austin		All	18	60
Buick		40, 50	1	98
Buick		60	2	114
Buick	1000 OF	80, 90	4	130
Buick	1936-37	60, 80, 90	2	114
Buick		All	2D	115
Cadillac				130
Cadillac		V12-370B, C, D, 85		164
Cadillac		V16-452B, C, D, 90	12	196
Cadillac		V8-60, 65	2	110
Cadillac		V8-70, 75	4	130
Cadillac		V16	6	164
		Std. 6 (Rev.)	1B	.86
Chevrolet		Master 6 (Rev.)	1 P	94
Chevrolet	1935		1	86
Chevrolet		Master 6		94
Chevrolet				96
Chevrolet		Std. 6	D	100
Chevrolet		All (Rev.)	В	
Chrysler		6-CM		86
Chrysler		8-CD	4*	115
Chrysler	1932–33	6-CI, 6-CO	2	100
Chrysler		8-CT, 6-CA, CZ, C	2	119
Chrysler		8-CU, CV, C-1-2-3 Imp. 8-CW	4	136
Chrysler		Imp. 8-CW	6	170
Chrysler	1936	C-7, 8	2	119
Chrysler	1936	C-9, 10, 11	4	136
Chrysler	1937	Royal 6-C16	2	105
Chrysler	1937-38	Imp. 8-C14, 8-C19	2	119
Chrysler	1937-38	C15, C17, C20	4	136
De Soto		All 8's	2	100
De Soto		6's without radio	1	90
De Soto	1933			100
De Soto		All 6's	4*	115
De Soto	1935-36			119
De Soto	1937-38	All		105
Dodge	1001 00	DG-8, DK-8, DO-8	4	115
Dodge		DL-6	1	90
Dodge			1	86
Dodge	1933		1	90
Dodge				100
Dodge		All without radio	1	90
Ford				86
Ford			В	96
Graham				86
Graham				102
Traham	1032-35	8's less radio		100
лганат	1304-00	8's with radio	0	110

A star (*) following the group number indicates that only standard designation, indicates a reverse assembly battery as original equipment.

SELECTOR CHART

Make	Year	Model	Group (size)	Amp. Hour Capacity (See note below
Graham		6's less radio	11	90
Graham		Crusader 85		90
Graham		85 with radio		
Graham			1	90
Graham		Supchg. 87, 88, 89	1	105
Graham		95, 87, 88, 89 radio Std. T, Spl. 96	2	120
Graham		Std. T, Spl. 96	1	95
Graham		Supchg, 97	2	105
Hudson				
Hudson		All 8's (Rev.)		
Hudson		All 6's (Rev.)	B	96
Hupmobile		417 (Rev.)	B	100
Hupmobile		421, 521	2	113
Hupmobile		518, 618	2	100
Hupmobile		Six-E822	2	105
Hupmobile		Eight-H825		120
La Salle		All		
La Salle		All		110
Lincoln		V12	11	147
Lincoln		Zephyr (Rev.)	B	100
Nash		660, 1060 8-70, 8-80, 1070, 1080	1	96
Nash		8-70, 8-80, 1070, 1080	2	115
Nash	1933-34.	Big 6	1	100
Nash		Sp. 8, 1180, 1280 890, 1090, 1190, 1290	2	116
Nash		890, 1090, 1190, 1290	4	133
Nash		All 6's	1	100
Nash	1935-38	All 8's.	2	116
Oldsmobile		Eight	1	98
Oldsmobile		Six (Rev.)	1B	94
Oldsmobile	1934	Eight (Rev.)	2	110
Oldsmobile	1935-37	Six	1	94
Oldsmobile	1935-37	Eight	2	110
Oldsmobile		Six	2D	100
Oldsmobile	1938	Eight	2D	115
Packard			2	110
Packard		115	1	95
Packard	1932-37	All 12's, 8's except 120	5	150
Packard			2	114
Packard	1938	Super 8.	5	150
Plymouth	1928-38	Without radio	1	90
Plymouth	1933-36	With radio	1	90
Plymouth		With radio	2	105
Pontiac		All 8's (Rev.)		
Pontiae		All 6's		
Pontiac	1935-37	All 8's		
Pontiac		Six	2D	100
Pontiac	1938	Eight	2D	
Reo		Royale 8 Ser. N.	4	136
Reo		Fl. Cloud 6	1	102
tudebaker		Six. Dict. 8	1	102
tudebaker	1932	Com. Pres.	4	136
tudebaker	1933-35	Doct., Com.	1	102
Studebaker	1933-35	Pres.	4	136
Studebaker		Dict., Pres.		
Studebaker		All	2	105
Terraplane	1933	Six	1	86
Terraplane		Eight	2	100
Terraplane	1934-38	Six (Rev.)	В	96
Willys	1931-33	Six (Rev.) 97, 98D, 90, 99 8-80, 8-88	1	90
Willys		8-80, 8-88	4	134
Willys	1933_38	All	1	78

height batteries can be installed. The notation (Rev.) following the model Batteries in Group I can be used by installing a new ground strap-

Equipment Battery Specified for the car.

BATTERY SELECTOR CHART



In which of these classifications does the car belong?

PASSENGER CARS

		M	ILES PER YEA	R	
ELECTRICAL EQUIPMENT	Less Than 6,000	6,000 To 12,000	12,000 To 18,000	More Than 18,000	Cycling Serv ice—any Mileage
Standard	SD		HD	MD	
Extra	SD	HD	MD	MD	Commercial

TRUCKS-BUSES

Standard	SD	SD HD	Comm ercial
Extra	SD	HD MD	Collisiveressi

CODE

Willard Wood Insulation.

Willard Wood or Thread-Rubber Insulation.
Willard Thread-Rubber Insulation.

Willard Dual Rubber Insulation.

SD—Standard Duty. HD—Heavy Duty.
MD—Master Duty.

Cycling Service is service in which the battery is alternately charged and discharged for appreciable periods of time.

Drivers covering 9,000 miles or more per year get best service from Willard Thread-Rubber.



Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor-Make	Lock Test-Amp. Draw	Lock Test—Volts	Lock Test-Torque	Drive Type	Generator—Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate— Volts, Cold	Maximum Charging Rate— Armature Speed, Cold
FRONTENAC	1021 2	87	12.0	4.5	N	AL	150	3.0	12	Bend	AL	7.5	0.5	3Br	15.0	7.9	2100
Six E, 6-70 6-85 C-400	1932	119 90	8.0 8.0	6.0	ZZ	AL	525	3.0 3.0	17	Bend Bend	AL	7.5	0.5	3Br 3Br	17.0 18.0	7.9	1875 1875
GRAHAM													2.5	an	10.0	0.2	1200
Six. Eight. Six Std. Eight. Six. Six. Six. Six. Six. Six. Six. Six	1932 1933–4 1935 1935 1935 1936 1936 1936 1936 1937 1937 1937	84 100 86 100 86 84 100 100 90 105 105 105	12.0 14.0 12.0 12.0 12.0 14.0 12.0 14.0 14.0 13.0 14.5 14.5	4.5.2.5.4.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.	PPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	DR D	475 600 475 600 475 475 475 475 475 475 475 475 475 475	3.7 3.0 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6	12 16 12 16 12 12 12 12 12 12 12 12 12 12 12 12 12	Man Man Man Man Man Man Man Man Man Man	DR DR DR DR DR DR DR DR DR DR DR DR DR D	6.7 6.7 6.7 6.7 6.7 6.3 6.3 6.3 6.8 7.0 7.0 6.9-7.6	2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.0 2.0 2.0 2.0 2.0 3.0	3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br CRC VC VR	18.0 19.0 19.0 19.0 16.0 16.0 16.0 16.0 21.0 25.0 25.0 25.0 30.0	8.3 8.4 8.2 7.0 8.2 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5	1300 1300 1450 1700 2400 2400 2400 2400 2400 2400 2400 2
HUDSON	1022	105	7.7	7 7	N	AT	610	3.0	16	Bend	AL	6.4	2.0	3Br	17.0	8.0	1900
Eight Super Six Eight Eight Big Six Eight Six Eight Six Eight Six Eight Six Eight Six Eight 112	1933 1933 1934 1935 1935 1936 1936 1937 1937 1938	105 105 105 120 105 125 120 135 105 125 125 105	7.7 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 9.0 9.0	7.7 7.0 7.0 7.0 7.0 7.0 7.0 8.0 —————————————————————————————————	NNNPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	AL AL AL AL AL AL AL AL AL	775 775 775 775 775 775 775 775 775 775	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	12 16 22 22 22 22 22 22,5 22,5 22,5 22,5 22,	Bend Bend Bend Bend Bend Bend Bend Bend	AL AL AL AL AL AL AL AL	6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.7 6.75 6.75	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3.0 3.0	3Br 3Br 3Br 3Br 3Br VR VR VR VR VR VR VR SBr	17.0 18.0 22.0 22.0 22.0 22.0 26.0 26.0 32.0 32.0 21.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	1900 1900 2250 2250 2250 2250 2250 2500 2500 2
HUPMOBILE Six 214	1032	100	7.5	5.2	P	AL			_	Bend	AL			3Br			
Six 214 Six 216 Eight 218 Eight 221 Eight 222 Eight 225 Eight 225 Eight 237 Six 321 Eight 320 Eight 320 Six 417 Six 421-421 A Six 421J	1932 1932 1932 1932 1932 1932 1932 1933 1933	121 110 110 121 132 121 132 119 119 119 100 119	15.5 15.5 15.5 —————————————————————————	5.0 5.0 5.0 ————————————————————————————	PPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	AL AL AL AL AL AL AL AL AL				Bend Bend Bend Bend Bend Bend Bend Bend	AL AL AL AL AL AL AL AL AL	7.5		3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br	19.0	8.2	1750

For key to abbreviations see page 52

AMAZING FEATS OF SUPER POWER



STARTS MOTOR 2606 TIMES—WITHOUT RECHARGING! A stock Goodrich Electro-Pak started an 8 cylinder motor 2606 separate times in a sensational series of "stops and starts." That's super-power!



CANA DA

GULF

MEXICO

RUNS CAR 1574 FEET IN LOW GEAR WITH THE MOTOR DEAD! A stock Goodrich Electro-Pak propelled a 3150 pound car 1574 feet (more than a quarter of a mile!), in low gear, with the motor dead. What other battery offers so much reserve power — to keep your heater, radio, lights, etc., going full force?

SUPPLIES POWER FOR 1189 MILE RUN WITHOUT RECHARGING! Think of it! With no current going into the battery—a stock Goodrich Electro-Pak supplied all electrical power for 38 separate starts and all lighting for a car over a distance of 1189.7 miles—as far as from Canada to the Gulf of Mexico! That's super-power to boast about.

MORE POWER—NO EXTRA COST Means More Profit — No Extra Work

The Goodrich Electro-Pak Battery with 20% more power—at no extra cost—has proved to be a fast profitmaker right from the start.

Talk to any Goodrich Electro-Pak dealer and you'll catch the enthusiasm he has for this record-breaking battery. Think what it would mean to your profits to offer this "easy-to-sell" Goodrich Battery to your customers at no extra cost. Get the complete story. Write, wire or phone The B. F. Goodrich Rubber Company of Canada Limited, Kitchener, Ontario.



Goodrich *Electro-Pak*

THE SUPER-POWER BATTERY

Make and Model	Year	Battery-Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor-Make	Lock Test-Amp. Draw	Lock Test-Volts	Lock Test-Torque	Drive Type	Generator-Make	Cutout Relay— Volts to Close	Cutout Relay— A nps. to Open	Type Generator Regulation	Maximum Charging Rate—Anps., Cold	Maximum Charging Rate— Volts, Cold	Maximum Charging Rate— Armature Speed. Cold
HUPMOBILE—C Eight 422 Eight 426 Eight 427 Six 517 Six 518 Eight 521-0 Eight 527 Six 618-G Eight 621-N 6-622E 8-825H	1934 1934 1935 1935 1935 1936 1936 1938	119 119 121 100 100 119 121 100 119 105 120	7.5 7.0 15.7 7.5 7.5 7.5 7.5	5.2 3.0 5.8 5.2 3.0 5.2 3.0	P P P P P P P P P P P P P P P P P P P	AL AL AL AL AL AL AL AL	570 550 750 775		 12 15 17 22.5	Bend Bend Bend Bend Bend Bend Bend Bend	AL AL AL AL AL AL AL AL AL	7.5 7.5 7.0 7.0 6.7 7.0 6.7 7.0 6.7 7.0 6.4	2.5 2.5 1.5 2.5 0.5 0.5 2.0 2.0	3Br 3Br 3Br 3Br 3Br VC 3Br VC VR VR	19.0 19.0 22.0 22.0 19.0 20.0 22.0 31.0 31.0	8.2 8.2 8.0 8.0 8.0 8.0 8.0 8.0 8.0	1750 1750 2400 2500 2400 2400 2200 2200 3200 3100
SixSix 3610	1934–5 1936	115 115	13.0 13.0	5.0 5.0	P P	AL AL	=	=	=	Bend Bend	AL AL	7.0 7.0	0.5 0.5	3Br VC	18.0 18.0	Ξ	
V-8 345B. C. Eight 350. Eight 36-50. Eight	1934–5 1936 1937	130 125 110 110 110	10.0 10.0 9.0 10.0 10.0	8.0 8.0 7.0 8.0 8.0	P N P P	DR DR DR DR DR	600 600 600 600	3.0 3.0 3.0 3.0 3.0	28 15 15 16 16	Man Man Man Man Man	DR DR DR DR DR	6.8 6.8 6.8 6.7 6.9-7.6	2.0 0.5 3.0 1.0 3.0	3Br VC VR VR	22.0 13.0 22.0 31.0 27.0	8.6 7.7 8.1 8.0 8.0	1450 1300 1900 — 4000
McLAUGHLIN- Eight 50. Eight 60. Eight 80-90. Eight 80-90. Eight 80-90. Eight 80-90. Eight 40, 44. Eight 50, 45. Eight 40, 46. Eight 90, 49. Eight 44. Eight 46. Eight 48. 49. 44. Special. 46. Century. 48. Roadmaster. 49. Limited. 44. Special. 46. Century. 48. Roadmaster. 49. Limited.		100 120 145 100 120 135 125 125 125 145 100 110 110 110 110 110 110	4.9 5.7 7.0 8.0 9.0 7.0 8.0 9.0 7.5 9.0 9.0 7.5 9.0 9.0 7.5 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0	4.6 5.3 7.0 8.0 9.0 7.0 7.0 6.0 7.0 6.0 7.0 7.0 6.0 7.0 7.0	ZZZZZZZZZZZZZZZZZZZZZ	DR D	600 600 600 600 600 600 475 600 600 600 600 600 600 600 600 600 60	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	15 15 15 15 15 15 12 16 16 16 16 16 16 16 16	Man Man Man Man Man Man Man Man Man Man	DR DR DR DR DR DR DR DR DR DR DR DR DR D	6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.5 6.4 6.4 6.4 6.5 6.5 6.5 6.5	2.5 2.5 2.5 2.5 2.5 1.5 1.5 1.0 1.0 1.0 1.0 1.0 3.0 3.0 3.0	3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br VR VR VR VR VR VR VR VR	18.0 18.0 18.0 18.0 18.0 18.0 18.0 18.0	8.55 8.55 8.55 8.55 8.55 8.85 8.87 7.00 7.00 7.00 8.00 8.00 8.00	1600 1600 1600 1800 1800 1800 1800 1800
NASH 6-60, 960 8-70, 970 8-80, 980 6 Big 1060 8-970 8 Std. 1070 8-990	1931-2 1931-2 1931-2 1932 1932	105 120 120 115 120 115 120	6.9 6.9 - 13.0 6.9 13.0	6.9 6.9 5.0 6.9 5.0	NNPNNNP	AL AL AL AL AL AL	150 150 530 150 150 150 530	6.0 6.0 3.0 6.0 6.0 6.0 3.0	25 25 17 25 25 25 17	Bend Bend Bend Bend Bend Bend Bend	AL AL AL AL AL AL	7.0 7.0 7.0 7.0 7.0	2.0 2.0 1.2 2.0 0.5	3Br 3Br 3Br 3Br 3Br 3Br 3Br	18.0 18.0 16.0 18.0 18.0	8.0 8.0 8.0 8.0 - 8.0	1800 1800 2100 — 1800 — 2100

For key to abbreviations see page 52

Make and Model	Battery—Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test-Amp. Draw	Lock Test-Volts	Lock Test-Torque	Drive Type	Generator-Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to Open	Type Generator Regulation	Charging	Maximum Charging Rate— Volts, Cold	Maximum Charging Rate— Armature Speed, Cold
8 Ådv. 1090. 1 8 Amb. 1080. 1 6 Big. 193 8 Std. 1130. 1 8 Spec. 1170. 1 8 Adv. 193 8 Amb. 193 6 Adv. 3520. 1 8. 1 6. 8 A nb. 1 La Fayette 400. 1 Ambassador 6 1 Ambassador 8 1 Lafayette. 1 Ambassador 6 1	933 115 933 120	18.0 18.0 13.0 15.0 15.0 18.0 13.0 15.5 13.0 15.5 13.0 15.5	6.0 7.0 7.0 5.0 6.0 7.0 6.0 5.0 6.0 5.0 6.0	PPPNNNPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	AL AL AL AL AL AL AL AL AL AL AL AL	530 530 150 150 150 165 165 165 165 165 775 775	3.0 3.0 6.0 6.0 5.0 5.0 5.0 5.0 5.0 4.0 4.0	17 17 25 25 25 17 18 18 18 18 21 21 22.5 22.5 22.5	Bend Bend Bend Bend Bend Bend Bend Bend	AL AL AL AL AL AL AL AL AL AL AL AL	7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.5 7.5 7.5 7.5	0.5 0.5 0.5 0.5 0.5 0.5 0.5 1.5 1.5 1.5	3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br RC RC RC RC	18.0 18.0 18.0 18.0 18.0 18.0 18.0 18.0	8.0 8.0 8.0 8.0 8.0 8.0	2800 2800 1650 2800 1650

For key to abbreviations see page 52

. . Mr. Service Man

SPECIAL LOW COST

BENDIX DRIVE PARTS CABINET

SMALL, FAST MOVING ASSORTMENTS IN ATTRACTIVE COUNTER DISPLAY CABINETS

THE GENUINE BENDIX EXCHANGE

DEMAND GENUINE BENDIX

OUR NAME IS ON EVERY PART AND IS YOUR GUARANTEE

SEE YOUR JOBBER OR ELECTRICAL SERVICE STATION
OR WRITE DIRECT

BENDIX-ECLIPSE OF CANADA, LIMITED

(SUBSIDIARY BENDIX AVIATION CORP.)

WINDSOR

ONTARIO

		-	-			,	-	-	-				_	-			
Make and Model	Year	Battery-Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test-Anp. Draw	Lock Test-Volts	Lock Test-Torque	Drive Type	Generator-Make	Cutout Relay— Voits to Close	Cutout Relay— Amps. to Open	Type Generator Regulation	Maximum Charging Rate— Amps., Cold	Maximum Charging Rate— Volts, Cold	Maximum Charging Rate— Armature Speed. Cold
OLDSMOBILE Six F Eight L-32 Eight L-33 Six F-34 Eight L-34 Six F-35 Eight L-35 Six F-36 Eight L-35 Six F-36 Eight L-36 Six. Six. Eight	1932-3 1932 1933 1934 1934 1935 1935 1936 1936 1937	86 98 100 105 125 105 125 100 110 97 97	12.5 12.5 12.5 12.5 12.5 12.5 12.5 7.5 9.0 7.5 7.5	4.5 5.2 5.3 4.5 5.2 4.5 5.2 6.0 7.0 6.0 6.0 5.25	ZZZZZZZZZZZ	DR	475 600 475 475 600 475 600 570 600 475 475 600	3.6 3.0 3.6 3.6 3.0 3.6 3.0 3.6 3.0 3.6 3.0	12 16 12 12 15 15 15 15 15 15 12 12 15	Man Man Man Man Man Man Man Man Man Man	DR DR DR DR DR DR DR DR DR DR	6.7 6.7 6.7 7.0 7.0 7.2 7.1 7.5 7.5 6.5 6.5	2.0 2.0 2.0 1.0 1.0 1.0 1.0 1.0 1.0 3.0	3Br 3Br 3Br 3Br VR VR VR VR VR	18.0 18.0 19.0 19.0 22.0 22.0 22.0 22.0 26.0 26.0	8.4 8.4 8.4 8.4 8.6 8.6 8.6 8.6 8.0 8.0	1450 1450 1450 3100 3100 2800 2800 3000 3000 3200 3400 3400
PACKARD 8 Std. 901-902 8 Del. 903-904 Eight Super 8 Twelve 8 120-B Eight Super 8 Twelve 8 120-B Eight Super 8 Twelve Six Eight Super 8 Twelve	1932 1933-4 1933-4 1933-5 1935-1935 1935 1936 1936 1936 1937 1937 1937 1938 1938	160 160 144 144 114 114 144 150 150 150 150 150 150 150 150	15.0 15.0 15.0 15.0 15.0 12.5 15.0 15.0 11.0 11.0 11.0 11.0 28.3 30.5 28.0 30.0	10.0 10.0 10.0 10.0 10.0 10.0 4.5 10.0 10.0 7.0 9.0 9.0 9.0	PPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	OD OD OD AL OD OD AL AD AD AL AL AL AL	660 650 650 650 875 700 810 875 650 810 475 600 600 475 880 880 610	3.1 3.5 3.5 3.5 4.0 3.4 3.5 3.5 4.0 3.6 3.6 3.6 3.6 3.6 3.6 3.6 4.0 3.6 4.0 3.6 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	35 35 27 35 35 25 28 39 25 28 39 12 16 16 19 12 25 39	Bend Bend Bend Bend Bend Bend Bend Bend	OD OD OD AL OD OD OD b AL b AL AL AL AL	6.5 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.5 7.0 6.5 7.0 6.5 6.5 6.5 6.5 6.5 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	3Br 3Br 3Br 3Br VR VR VR VR VR VR VR VR C C RC RC	18.0 18.0 22.0 22.0 23.0 30.0 30.0 30.0 30.0 30	8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	1500 1500 1500 1500 1500 2200 3500 3000 3000 3000 3000 3000 3
PLYMOUTH Six Six PF, PE Six Six P-3, P-4 Six P-5 De Luxe 6 P-6	1934 1935–6 1937 1938	84 86 86 90 90	12.0 12.0 12.0 12.0 12.0 12.0	4.7 4.5 4.5 4.5 4.5 4.5	P P P P	DR DR AL AL AL AL	475 475 — 650 560 670	3.7 3.6 	12 12 	Man Man Man Man Man Man	DR DR AL AL AL AL	6.7 6.7 7.0 7.0 7.0 7.0	2.5 2.5 1.0 1.0 1.0	3Br 3Br 3Br 3Br 3Br 3Br	19.0 15.0 21.0 17.0 17.0	8.0 8.0 8.0 8.0	2300 1900 — 2200 2200 2200
PONTAIC Six M-402 Eight M-601 Eight M-603 Six Eight Six Eight Six Eight Six 224" Six 25-00 Six 25-00	1933 1934 1935 1935 1936 1936 1937 1938	100 100 125 105 125 100 110 94 97	4.5 7.0 7.0 12.5 12.5 7.5 9.0 7.5 7.5	4.5 7.0 7.0 4.5 5.2 6.0 7.0 6.0 6.0	22222222	DR DR DR DR DR DR DR DR DR	475 475 475 600 600 600 525 525 525	3.6 3.6 3.6 3.0 3.0 3.0 3.0 3.3 4 3.37 3.37	12 12 12 15 15 15 15 15 14 12 12	Man Bend Bend Man Man Man Bend Man Man	DR DR DR DR DR DR DR DR DR	6.7 6.7 6.7 6.5 6.5 6.5 7.2 6.5	2.5 2.5 2.5 3.0 3.0 3.0 3.0 1.5 3.0 3.0	3Br 3Br 3Br VR VR VR VR VR VC VR	16.0 16.0 16.0 22.0 22.0 26.0 26.0 21.0 26.0 26.0	8.2 8.2 8.0 8.7 8.7 9.1 9.1 8.2 8.0 8.0	1700 1700 2600 3300 3300 3000 2600 3400 3400

For key to abbreviations see page 52



Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test-Amp. Draw	Lock Test-Volts	Lock Test—Torque	Drive Type	Generator-Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to Open	Type Generator Regulation	Maximum Charging Rate— Amps., Cold	Maximum Charging Rate— Volts, Cold	Maximum Charging Rate— Armature Speed, Cold
REO																	
6-21 8-21, 25 8-31, 35 6-3S 8 Royale 6 Flying Cld. S4 8 Royale N2 6 Fly. Cld. 6A 6 Royale 7S 6 Flying Cloud.	1933 1933 1934 1934	110 110 128 102 136 102 136 102 102	15.0 15.0 18.0 15.0 18.0 15.0 15.0 15.0 7.5	5.0 5.0 6.0 5.0 6.0 5.0 6.0 5.0 6.0	ZZZZZZZZZZ	DR DR DR DR DR DR DR DR DR	600 600 550 550 570 550 475 570	3.0 3.0 3.0 3.3 2.2 3.3 3.6 2.2 3.6	22 22 22 14 24 15 24 12 15	Bend Bend Man Bend Man Bend Man Bend Bend Bend	DR DR DR DR DR DR DR DR DR	6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7 6.7	2.5 2.5 2.5 2.5 2.0 0.5 2.0 0.5 0.5	3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br 3Br	19.0 19.0 19.0 18.0 19.0 19.0 18.0 18.0 18.0	8.4 8.3 8.3 8.4 8.3 8.3 8.3	1450 1450 1450 1800 1600 1450 1450 2000 2000 2000
ROCKNE																	
6-65 6-75	1931–3 1932	102 102	5.7 5.7	5.7 5.7	P P	AL AL	570 550	3.0 3.3	12 14	Bend Bend	AL AL	7.0 7.0	0.5 2.0	3Br 3Br	18.0 16.0		2400 2000

For key to abbreviations see page 52



Tungar works in so small a space, with so little supervision that any shop can use it! Tungar is not new—it is the accepted way of charging batteries. Thousands are in use today. Just hook up the batteries, set the current regulator and turn on the switch. Compare Tungar's low price before buying any charger.

CANADIAN GENERAL ELECTRIC CO., Limited
Head Office — Toronto 37-RA-5

* TURN TO PAGE 74 FOR MORE INFORMATION

	-		-	A CONTRACTOR OF THE PARTY OF TH	and the second	ORDER ANTONIO AD	-	-	-								-
Make and Model	I car	Battery—Amp. Hr. Capacity	Bench Charging Rate— Start	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test-Amp. Draw	Lock Test-Volts	Lock Test-Torque	Drive Type	Generator-Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate— Volts, Cold	Maximum Charging Rate— Armature Speed, Cold
STUDEBAKER																	
Dict. 8-62. Comm. 8-71. Pres. 8-91. Six 6-56. Comm. 8-73. Pres. 8-82. Pres. 8-92. Dict. 6. Comm. 8-B. Pres. 8-C. Dict. 6. Comm. 8-IB. Pres. 8-IC. Dict. 6. Pres. 8-1C. Dict. 6. Pres. 8-1C.	933 933 934 934 934 935 935 935 936 936 937 937 938	102 102 136 136 102 102 136 102 102 136 102 102 105 105 105	5.7 10.0 10.0 10.0 10.0 10.0 10.0 10.0 15.7 5.7 5.7 5.7 5.7 5.7 5.7 5.7	5.77 5.77 5.77 5.77 5.77 5.77 5.77 5.77	PPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPPP	DR DR DR DR DR DR DR DR DR DR DR DR DR D	575 575 575 575 575 575 575 575 575 575	3 . 2 . 3 . 0 . 3 . 2 . 3 . 3	15 15 15 24 15 15 15 15 15 15 15 15 16 15 16 15 16 16 16 16	Bend Bend Bend Bend Bend Bend Bend Bend	DR DR DR DR DR DR DR DR DR DR DR DR DR D	6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	3Br 3Br 3Br 3Br 3Br 3Br 3Br VR VR VR VR VR VR VR VR VR VR	16.0 20.0 20.0 22.0 16.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 2	6.0 7.4 7.7 7.7 6.0 7.4 7.7 8.4 8.4 6.0 6.0 6.0 6.0 6.0 8.0 8.0 8.0	2200 2100 2100 1800 2250 2100 2100 2100 2000 1750 2100 2800 2800 2000 2000 2000 2000 2400 24
TERRAPLANE																	
Six Six Six Six Six DeL. Six Cust. De Luxe Six Super DeLuxe 6. Special 80 Super 82 Super 82 Super 82 Six	935 1936 1936 1937 1937	105 105 120 120 105 105 105 105	7.0 7.0 7.0 7.0 7.0 9.0 9.0	3.0 3.0 7.0 7.0 - 5.0 5.0	P P P P P P P	AL AL AL AL AL AL AL	775 775 775 775 775 775 775 775 775	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	22 22 22 22 22.5 22.5 22.5 22.5 22.5	Bend Bend Bend Bend Bend Bend Bend	AL AL AL AL AL AL AL	6.4 6.4 6.4 6.4 6.4 6.75 6.75	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.5 2.5	3Br 3Br 3Br VR 3Br VR 3Br 3Br	22.0 22.0 22.0 22.0 17.0 26.0 19.0	8.0 8.0 8.0 8.0	2200 2500 2200 2500 2500
WILLYS																	
Six 6-90 Eight 8 88. Four 77 Four 77 Four 77 1 Four 77 1 4-38. I	932 933 935 936 937	102 148 96 96 96 95 96	5.0 7.0 4.5 4.5 4.5 4.5	5.0 7.0 4.5 4.5 4.5 4.5	ZZZZZZZ	AL AL AL AL AL AL AL	540 540 540 560 560	4.0 4.0 4.0 4.0 4.0	12 12 12 11.8 11.8	Bend Bend Bend Bend Bend Bend Bend	AL AL AL AL AL AL	7.0 7.0 7.0 7.0 7.0 7.0	2.5 2.5 2.5 0.5 0.5 0.5	3Br 3Br 3Br 3Br 3Br 3Br 3Br	17.0 17.0 17.0 17.0 17.0	8.0 8.0 8.0 8.0 8.0	2025 2025 2100 2400 2400
WILLYS KNIGHT	Г																
Six 95	31-2 31-2	127 170	5.5 8.0	5.5 8.0	N	AL AL	=	=	Ξ	Bend Bend	AL AL	7.0 7.0	0.5	3Br 3Br	15.0 17.0		1800 1400

a—10 miles per hour. AD—Auto-Lite or Delco-Remy c—Lamp load control. CR—Current regulator. NE—North-East. OD—Owens-Dyneto. RC—Voltage and current regulator. Sol—Solenoid.

AL—Auto-Lite. b—25 miles per hour. Bend—Bendix. DR—Delco-Remy. Man—Manual. N—Negative. ORC—Overrunning clutch. P—Positive. VR—Voltage regulator. 3Br—Third brush. *—7°F.

Make and Model	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
AUBURN														
8-100. 1932 12-160. 1932	DR DR	15 25	24 20	0	.018	12½°B 11°B	A	16258374	4.6	0.6 0.6	7/8 18mm	Cha Cha	C-4 C-7	.026
8-101, 101A 1933 8-105 1933 12-161, 161A 1933 12-165 1933	DR DR DR DR	15 15 25 25	24 24 20 20	0 0 0	.018 .018 .018	12 ¹ / ₂ °B 12 ¹ / ₂ °B 11°B 11°B	A A A	16258374 16258374 j	4.6 4.6 4.6 4.6	0.6 0.6 0.6 0.6	7/8 7/8 18mm 18mm	Cha Cha Cha Cha	C-4 C-4 C-7S C-7S	.026 .026 .025 .025
6-52 Std. 1934 6-52 Cust. 1934 8-50 Std. 1934 8-50 Cust. 1934 12-165. 1934	AL AL AL AL DR	0 0 0 0 0 25	10 10 10 10 20	0 0 0 0	.018 .018 .018 .018 .018	3°B 3°B 3°B 3°B 11°B	A A A A	153624 153624 16258374 16258374	4.5 4.5 4.5 4.5 9.2	2.5 2.5 2.5 2.5 1.2	14mm 14mm 18mm 14mm 18mm	Cha Cha Cha Cha Cha	J-6 J-6 C-7S J-6 C-7S	.026 .026 .026 .026 .025
6-53	AL AL AL	0 0 0	10 10 10	0 0 0	.018 .015 .015	3°B 3°B 3°B	R R R	153624 16258374 16258374	4.5 4.5 4.5	2.5 2.5 2.5	14mm 14mm 14mm	Cha Cha Cha	J-6 J 6 J-9B	.025 .025 .025
6-54	AL AL AL	0 0 0	10 11 10	0 0 0	.018 .018 .018	3°B 3°B 3°B	R R R	153624 16258374 16258374	4.5 4.5 4.5	2.0 3.0 3.0	14mm 14mm 14mm	Cha Cha Cha	J-6 J-6 J-9B	.025 .025 .025
CADILLAC														
V- 8 355B	DR DR DR	0 0 0	18 30 32	0 0 0	.020 .024 .016	9°B 15°B 10¹/₄°B	A A A	h j s	2.0 4.0 4.0	2.5 2.5 2.5	18mm 18mm 18mm	AC AC AC	D 8 D 8 D-8	.026 .026 .028
V- 8 355C	DR DR DR	0 0 0	18 40 25	0 0 0	.018 .018 .014	9½°B 4°B 4°B	A A A	h j s	2.0 4.0 4.0	2.5 2.5 2.5	18mm 18mm 18mm	AC AC AC	D-8 G-7 G-7	.025 .025 .028
V- 8 355D 1934 V-12 370D 1934 V-16 452D 1934	DR DR DR	20 20 20	22 38 34	0 0 0	.013 .018 .014	4°B 4°B 4°B	A A A	h j s	4.4 4.0 4.0	2.2 2.5 2.5	18mm 18mm 18mm	AC AC AC	G-7 G-7 G-7	.025 .025 .026
V- 8 355E	DR DR DR	20 20 20	22 38 34	0 0 0	.013 .018 .014	4°B 4°B 4°B	A A A	h j s	4.4 4.4 4.4	2.5 2.2 2.2	18mm 18mm 18mm	AC AC AC	G-6 G-6 G-6	.025 .025 .025
V- 8 60. 1936 V- 8 70. 1936 V- 8 75. 1936 V-12 80-85 1936 V-16. 1936	DR DR DR DR DR	20 20 20 28 28	24 24 24 38 34	15 15 15 16 0	.013 .013 .013 .018 .014	5°B 5°B 5°B 4°B 4°B	R R R A R	h h h j	4.4 4.4 4.4 4.4 4.4	2.2 2.2 2.2 2.0 2.0	14mm 14mm 14mm 18mm 18mm	AC AC AC AC	K-9 K-9 K-9 G-6 G-6	.025 .025 .025 .025 .025
V- 8 60, 65, 70 1937 V- 8 75 1937 V-12 1937 V-16 1937 V- 8 38 60 & Spec 1938 V- 8 38-65 & 38-75 1938 V-16 38-90 1938	DR DR DR DR DR DR DR	20 20 20 20 0 0 20	22 22 38 34 24 24 24	0 0 0 0 0 0	.013 .013 .018 .014 .0125 .0125	5°B	R R R R R R R	m m j s m m	4.4 4.4 4.4 4.4 4.4 4.4	2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2	14mm 14mm 18mm 18mm 14mm 14mm	AC AC AC AC AC AC	45 45 84 84 45 45 45	.025 .025 .025 .025 .025 .025 .025

For key to abbreviations see page 69



Ever mindful of its obligations to the dealer, the Champion Spark Plug Company has always pursued the policy of providing everything possible to help bring business to his door.

The superiority of Champion Spark Plugs has been consistently supported by the greatest volume of national advertising ever put back of any spark plug.

Champion national advertising will periodically display the famous "bow-tie" sign, and a typical dealer as shown above, with the significant and confidence-building line "The Sign of Dependable Service."

Champion offers you a wide variety of point-of-sale and dealer help material to identify you with this sales building program. You can select what you need.

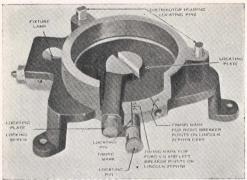


CHECK AND CLEAN SPARK PLUGS WHEN YOU CHANGE OIL

Make and Model Year	Ignition Unit—Make	Deg. AdvManual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
CHEVROLET														
Six Confed1932	DR	15	26	0	. 022	12°B	A	153624	4.0	1.9	18mm	AC	G-10	. 025
Six Stand. 1933 Six Master. 1933	DR DR	0	32 36	12 12	.018	10°B 10°B	A	153624 153624	4.0	1.9	18mm 18mm	AC AC	G-9 G-9	.032
Six Stand	DR DR	0	36 36	12 17	.018	10°B 10°B	A	153624 153624	4.0	1.9	14mm 14mm	AC AC	K-9 K-9	.032
Six Stand	DR DR	20 20	28 28	12	.012	5°B 5°B	A	153624 153624	4.8	2.5	14mm 14mm	AC AC	K-11 K-11	.032
Six Stand	DR DR	20 20	28 28	17 17	.018	5°B 5°B	R	153624 153624	4.8	2.5	14mm 14mm	AC AC	K-11 K-11	.032
Six1937	DR	0	42	17	.018	5°B	R	153624	4.8	2.5	14mm	AC	K-11	.040
Six1938	DR	0	42	17	.018	5°B	R	153624	4.8	2.5	14mm	AC	46	.040
CHRYSLER														
Six C1 1932 Eight CP 1932 Eight Imp. CH 1932	DR DR DR	0 0 22	14 12 18	0 0 0	.020 .020 .020	10°B .051′′B .038′′B	A A A	153624 16258374 16258374	=	Ξ	14mm 14mm 7/8	AC AC AC	K-12 K-11 Y	.025 .025 .025
Six CO	DR DR DR	0 0 0	16 28 12	0 0 0	.020 .020 .018	TDC 2°B TDC	A A A	153624 16258374 16258374		2.0 2.0 2.0	14mm 14mm 14mm	AC AC AC	K-12 K-12 K-12	.025 .025 .025
Six CA 1934 Six CA 1934 Six CY 1934 Eight CU 1934 Eight CY 1934	DR DR DR DR DR	0 0 22 22 22 0	16 16 16 26 26	0 0 0 0	.020 .020 .020 .018 .018	TDC 3°A 3°A TDC TDC	UUUUU	153624 153624 153624 16258374 16258374	5.5 5.5 5.5 5.5 5.5	2.5 2.5 2.5 2.5 2.5	14mm 14mm 14mm 14mm	AC AC AC AC	K-12 SL-9 K-12 K-12 K-12	.025 .025 .025 .025 .025
Six C6 1935 Eight CZ 1935 Eight C1 Airflow 1935 Eight CZ Airflow 1935	AL AL AL AL	0 0 0 0	16 26 26 26	0 0 0 0	.020 .018 .018 .018	TDC TDC TDC 5°A	UUUU	153624 16258374 16258374 16258374	5.5 5.5 5.5 5.5	2.5 2.5 2.5 2.5	14mm 14mm 14mm	AC AC AC AC	K-9 K-9 K-9	.025 .025 .025 .025
Six C7	AL AL AL AL	0 0 0 0	16 26 26 26 26	0 0 0 0	.020 .018 .018 .018	TDC TDC TDC 5°A	UUUU	153624 16258374 16258374 16258374	5.5 5.5 5.5 5.5	2.5 2.5 2.5 2.5	14mm 14mm 14mm 14mm	Cha Cha Cha Cha	J-8 J-8 J-8 J-9	.025 .025 .025 .025
Six C-16 1937 De L, 8 C-14 1937 Imp. Cus. C-15 1937 Airflow C-17 1937	AL AL AL AL	0 0 0 0	24 20 22 22	22 14 14 14	.020 .018 .018 .018	2°A 3°A 5°A 5°A	UUUU	153624 16258374 16258374 16258374	5.0 5.0 5.0 5.0	2.0 2.0 2.0 2.0 2.0	14mm 14mm 14mm 14mm	Cha Cha Cha Cha	J-8 H-10 H-10 H-10	.025 .025 .025 .025
Six C-18	AL AL AL	0	24 20 22	22 14 14	.020 .018 .018	2°A 3°A 5°A	UUU	153624 16258374 16258374	5.0 5.0 5.0	2.0 2.0 2.0	14mm 14mm 14mm	Cha Cha Cha	J-8* J-8* H-10	.025 .025 .025

For key to abbreviations see page 69

NOW GET PERFECT FORD V-8 TIMING with



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FOR FORD V-8 AND

LINCOLN-ZEPHYR CARS

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UMS—AC—PACKARD CABLE DIVISION

OSHAWA

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Klaxon Horns

Delco-Light

Delco-Lovejoy
Shock Absorbers

Commercial Motors

UMS Station

Equipment

						Q						t		10
Make and Model	Ignition Unit-Make	Deg. AdvManual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark-Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug-Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
DE SOTO	A Company	No. of Con-						access to the Second	an-Arriva			Toyon I		_
Six SC1932	DR	0.	14	0	.020	9°B	A	153624			14mm	AC	K-12	. 025
Six SD1933	DR	0	14	0	.020	9°B	A	153624	_	_	14mm	AC	K-12	.025
Six SE1934	DR	20	30	0	. 020	3°A	U	153624	_	_	14mm	AC	SL-9	. 025
Six SF	AL AL	0	16 30	0	.020	TDC 5°A	U	153624 153624	5.5 5.5	2.5 2.5	14mm 14mm	AC AC	S-9 S-9	.025
Six Cust S1	AL AL	0	16 30	0	.020	TDC 5°A	U	153624 153624	5.5 5.5	2.5	14mm 14mm	Cha Cha	J-8 J-9	.025
Six S-31937	AL	0	24	22	.020	2°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Six S-51938	AL	0	24	22	.020	р	U	153624	5.0	2.0	14mm	Cha	a	.025
DODGE														
Six DL	DR DR	0	14 14	0 0	.020	.041"B .051"B	AA	153624 16258374	=	_	14mm 14mm	AC AC	K-12 K-12	.025
Six DP	DR DR DR	0 0 0	16 16 14	0 0 0	.020 .020 .020	10°B TDC 10°B	A A A	153624 153624 16258374	Ξ	Ξ	14mm 14mm 14mm	AC AC AC	K-12 K-12 K-12	.025 .025 .025
Six DeL. DR. 1934 Six Std. DT. 1934 Six Big DS. 1934	DR DR DR	20 20 20	30 30 30	0 0 0	.020 .020 .020	2°A 3°A 2°A	UUU	153624 153624 153624	2.5 4.5 2.5	2.0 2.0 2.0	14mm 14mm 14mm	AC AC AC	S-9 S-9 S-9	.025 .025 .025
Six DU 1935 Six Std, DV 1935 Six DeL, DV 1935	AL AL AL	20 0 0	30 18 18	0 0 0	.020 .020 .020	2°A 4°A 4°A	UUU	153624 153624 153624	5.5 5.5 5.5	2.5 2.5 2.5	14mm 14mm 14mm	AC AC AC	S-9 S-9 S-9	.025 .025 .025
Six D2 1936 Six D3 1936 Six D4 1936	AL AL AL	20 0 0	30 18 18	0 0 0	.020 .020 .020	4°A 4°A 4°A	UUU	153624 153624 153624	5.5 5.5 5.5	2.5 2.5 2.5	14mm 14mm 14mm	Cha Cha Cha	J-8 J-8 J-8	.025 .025 .025
Six D-6, D-7	AL AL	0	22 24	22 18	.020	4°A 4°A	U	153624 153624	5.0 5.0	2.0	14mm 14mm	Cha Cha	J-8 J-8	.025
Six D-9 1938 De L. 6 D-10 1938 Big 6 D-8 1938	AL AL AL	0 0 0	22 22 24	22 22 18	.020 .020 .020	4°A 4°A 4°A	UUU	153624 153624 153624	5.0 5.0 5.0	2.0 2.0 2.0	14:nm 14:nm 14:nm	Cha Cha Cha	J-8 J-8 J-8	.025 .025 .025
ESSEX														
Six	AL AL AL	0 0 0	29 29 35	0 0 0	.020 .020 .020	TDC TDC TDC	R R R	153624 153624 16258374	5.0 5.0 5.0	2.0 2.0 2.0	14mm 14mm 14mm	AC AC AC	G-8 K-9 K-9	.025 .022 .022
FORD														
Model A1930-2	Own	20	0	0	.018	TDC	R	1342	4.5	0.7	7/8	Cha	3-X	.025
Model B. 1933 V-8. 1932-3 V-8. 1934 V-8. 1935 V-8. 1936	AL FM FM FM FM	0 0 0 0	29 22 22 22 22 22	0 0 0 0	.018 .015 .015 .015	TDC 4°B 4°B 4°B 4°B	R U U U U	1342 15486372 15486372 15486372 15486372	4.0 3.0 3.0 4.0 4.0	0.8 1.0 1.0 2.8 2.8	7/8 7/8 18mm 18mm 18mm	Cha Cha Cha Cha Cha	C4-X C4-X C-7 C-7 C-7	.027 .025 .025 .025 .025

For key to abbreviations see page 69



THE QUALITY SPARK PLUG

- 1 Exclusive, One-Piece, Heat-Sealed Construction.
- 2 Two-Step, Special Copper Alloy Sealing Gasket.
- 3 More efficient Centre Electrode Construction.
 - 4 Unglazed, Heat-Balanced Insulator Tip.
 - 5 Extra-Wide Heat Range.
 - 6 Welded Side Electrodes.
 - 7 New Isovolt Electrodes.
 - 8 Two-Step Insulator.

See Your AC Jobber

GENERAL MOTORS PRODUCTS OF CANADA, LIMITED

UMS—AC—PACKARD
CABLE DIVISION

OSHAWA - ONTARIO



(3)

Make and Mode	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Oringinal Equipment	Model No.	Spark Plug Gap
FORD—Continued														
V-8 "60" 1937 V-8 "85" 1937	FM FM	0	20 20	Y	.014	4°B 4°B	U	15486372 15486372	4.0 4.0	2.8 2.8	14mm 18mm	Cha Cha	H-10 7	.025 .025
V-8 "60" 1938 V-8 "85" 1938	FM FM		20 20	Y Y	.014	4°B 4°B	U	w w	4.0	2.8	14mm 14mm	Cha Cha	H-10 H-10	.025
FRONTENAC						21.125		013						
6-70	AL AL AL	10	12 12 26	0 0	.020 .020 .020	81/2°B 81/2°B TDC	A A R	153624 153624 1342	4.0 4.0 4.0	2.5 2.5 2.5	7/8 7/8 18mm	Cha Cha AC	C-7 C-7 G-8	. 025 . 025 . 025
GRAHAM														
Six 1932 Eight 1932 Six 1932 Six Std. 1933 Eight Std. 1933 Eight Cust. 1933	DR DR DR DR DR	0 0 0 0	12 12 12 12 12	0 0 0 0	.018 .018 .018 .018	3°B 3°B 3°B 3°B 3°B	A A A A	153624 16258374 153624 16258374 16258374	4.0 4.0 4.0 4.0 4.0	0.8 1.8 1.8 1.8	7/8/8/8/8/8	Cha Cha Cha Cha	C-5 C-5 C-5 C-5	.025 .025 .025 .025 .025
Six Std	DR DR DR	0 0 0	21 12 12	0 0 0	.018 .018 .018	3°B 3°B 3°B	A A A	153624 16258374 16258374	4.0 4.0 4.0	1.8 1.8 1.8	18mm 18mm 18mm	Cha Cha Cha	No. 7 No. 7 No. 7	.025 .025 .025
Six 1935 Six Spec 1935 Eight 1935 Eight Super C 1935	DR DR DR DR	0 0 0 0	12 19 15 14	0 0 10 10	.018 .018 .018	2°B 3°B 3°B 3°B	A A A	153624 153624 16258374 16258374	3.0 3.0 3.0 3.0	1.8 1.8 1.8 1.8	18mm 18mm 18mm 18mm	Cha Cha Cha Cha	No. 7 No. 7 No. 7 No. 7	.025 .025 .025 .025
6- 80 Crusader	DR DR DR	0	18 17 17	10 10 10	.018 .018 .018	2°B TDC TDC	A A A	153624 153624 153624	3.0 3.0 3.0	1.8 1.8 1.8	18mm 14mm 14mm	Cha Cha Cha	No. 7 J-9 J-9	.025 .025 .025
Crusader 85	DR DR DR DR	0	18 17 17 17	10 10 10 10	.018 .018 .018 .018	2°B TDC 4°A 4°A	A A A	153624 153624 153624 153624	4.4 3.0 5.0 5.0	2.2 1.8 2.5 2.5	18mm 14mm 14mm 14mm	Cha Cha Cha Cha	No. 7 J-9 J-9 J-9	.025 .025 .025 .025
Special 1938 Supercharger 1938	DR DR	0	15 16	10 71/2	.018	TDC 41/2°A	A	153624 153624	4.0	1.4	14mm 14mm	Cha Cha	J-9 J-9	.025 .025
HUDSON														
Eight 932 Super Six 1933 Eight 1933 Eight 1934 Big Six 1935 Eight 1935 Six 1936 Eight 1936 Six 1937 Eight 1937 Eight 1937	AL AL AL AL AL AL AL AL AL	0 0 0 0	35 29 35 35 29 35 29 35 28 35	0 0 0 0 0 0 0	.015 .020 .015 .020 .020 .020 .020 .020	TDC	RRRUUUUUUUU	16258374 153624 16258374 16258374 153624 16258374 153624 16258374 153624	5.0 5.0 5.0 4.5 4.5 4.5 4.5 4.5 4.9	2.0 2.0 2.5 2.5 2.5 2.5 1.8 1.8	18mm 14mm 14mm 14mm 14mm 14mm 14mm 14mm	AC AC Cha Cha Cha Cha Cha	G-8 G-8 G-8 J-7 J-7S J-7S J-8 J-8 J-8 J-8	.025 .022 .022 .020 .022 .022 .022 .022

For key to abbreviations see page 69

Make and Model	Ignition Unit-Make	Deg. AdvManual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
HUDSON—Continued														
Six. 1938 Eight 1938 112. 1938	AL AL AL	_ _ _	14 35 14	_ _ _	.020 .020 .020	TDC TDC 1/4"B	U U	153624 16258374 153624	4.5 4.5 4.5	2.5 2.5 2.5	14mm 14mm 14mm	Cha Cha Cha	J-8A J-8A J-8A	.032 .032 .032
HUPMOBILE Six 214	AL AL AL AL AL AL AL			0 0 0 0 0 0 0	.015 .017 .020 .020 .020 .020 .020	TDC 10°B 20°B 9°B 13°B 9°B 9°B	A A A A A A	153624 153624 14738526 14738526 14738526 14738526 14738526 14738526	4.7 4.7 4.7 4.7 4.7	2.0 2.0 2.0 2.0 2.0 2.0	18mm 18mm 18mm 18mm 18mm 18mm 18mm	Cha Cha Cha Cha Cha Cha Cha	C-7 C-7 C-7 C-7 C-7 C-7 C-7	.025 .025 .028 .028 .028 .028 .028

GENUINE

FORD ELECTRICAL PARTS

For key to abbreviations see page 69

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All genuine Ford parts are precision-built of materials of the highest quality. Take Ford Breaker Points... they're of pure tungsten, of closely held grain size. Ford Condensers are ruggedly constructed to guard against breakdowns. Rigid specifications and exacting inspection make Ford Battery Cables, Generator Brushes, Starter Springs—all starter and generator parts in fact—the right parts to use in Ford V-8 work. Genuine Ford parts give better service... liberal trade discounts give you a good profit.



FORD MOTOR COMPANY OF CANADA, LIMITED

WINDSOR - - - ONTARIO

		The second second	-					-	-			-	THE RESERVE OF THE PERSON NAMED IN			_
	Make and Mode	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
HUI	PMOBILE—	Conti	nued								Tel		LLIIV	SIA :		
Eigh	t 322 t 326	1933	AL AL AL	12 13 13	7 7 7	0 0 0	.015 .020 .020	10°B 9°B 9°B	A A A	153624 14738526 14738526	=	=	18mm 18mm 18mm	Cha Cha Cha	C-7 C-7 C-7	.028 .028 .028
Six 4 Six 4 Eigh Eigh	17 21-421A 21 J t 422 t 426 t 427	1934 1934 1934	AL AL AL AL AL AL	12 12 12 13 0 0	14 7 14 7 13 13	0 0 0 0 0	.015 .015 .015 .020 .020	7°B 10°B 7°B 9°B 9°B	A A A A A	153624 153624 153624 14738526 14738526 14738526	4.0 5.0 5.0	1.7 2.0 2.0	18mm 18mm 18mm 18mm 18mm	Cha Cha Cha Cha Cha	C-7 C-7 C-7 C-7 C-7	.026 .028 .026 .028 .028
Six 5 Eigh	17 18 t 521-0 t 527	1935	AL AL AL AL	12 12 0 0	14 14 13 13	0 0 0	.018 .018 .020 .020	7°B 7°B 9°B 7°B	A A A	153624 153624 14738526 14738526	4.5 4.5 5.0 4.5	2.0 2.0 2.0 2.0	18mm 18mm 18mm	Cha Cha Cha	C-7 C-7 C-7 C-7	. 027 . 025 . 028 . 027
Six 6 Eigh	18-G t 621-N	1936	AL AL	0	14 13	0	.018	7°B 7°B	A	153624 14738526	4.0	2.0 2.0	18mm 18mm	Cha Cha	C-7 C-7	.027
6-622 8-825	E H	1938	AL AL	_	7 6.5	-8	.020	7°B 7°B	R R	153624 14738526	5.0 5.0	2.0	18mm 18mm	Cha Cha	7 7	.0275
LAF	AYETTE															
Six 3	510	1935	AL AL AL	0 0 0	26 26 26	0 0 0	.020 .020 .020	10°B 10°B 10°B	UUU	153624 153624 153624	4.0 4.0 4.0	2.5 2.5 2.5	18mm 18mm 18mm	Cha Cha	C-15 C-15	.018 .018 .025
	SALLE															
Eight Eight Eight Eight	45B	1933 1934 1935 1936	DR DR DR DR DR DR DR	0 0 20 20 20 20 20	18 18 28 28 28 22 24	0 0 0 0 18 0	.020 .018 .018 .018 .013 .013 .012	9°B 9½°B 8°B 8°B 8°B 5°B 5°B	A R R R R R R	h h 16258374 16258374 16258374 m	2.0 2.0 4.4 4.4 4.4 4.4 4.4	2.5 2.5 2.3 2.2 2.2 2.2 2.2	18mm 18mm 18mm 14mm 14mm 14mm	AC AC AC AC AC AC	D-8 D-8 G-9 K-9 K-9 45	.025 .025 .025 .025 .025 .025
McL	AUGHLIN-	BUICE	<													
Eight Eight Eight	50	1932 1932 1932	DR DR DR	24 24 24	17 26 26	0 0 0	.020 .020 .020	7°B 11°B 10°B	A A A	16258374 16258374 16258374	5.0 5.0 5.0	1.0 1.0 1.0	18mm 18mm 18mm	AC AC AC	H-9 H-9 H-9	.020 .020 .020
Eight Eight Eight	50	1933 1933 1933	DR DR DR	24 24 24	17 26 26	0 0 0	.015 .015 .015	7°B 11°B 10°B,	A A A	16258374 16258374 16258374	4.5 4.5 4.5	2.5 2.5 2.5	18mm 18mm 18mm	AC AC AC	H-9 H-9 H-9	.020 .020 .020
Eight Eight	40	.1934	DR DR DR DR	10 12 12 12 12	26 17 26 26	10 10 10 10	.013 .013 .013 .013	2°B 7°B 11°B 10°B	A A A	16258374 16258374 16258374 16258374	4.5 4.5 4.5 4.5	2.5 2.5 2.5 2.5	18mm 18mm 18mm 18mm	AC AC AC AC	H-9 H-9 H-9 H-9	.020 .020 .026 .020

For key to abbreviations see page 69

To protect your Engine Tune-up, Ignition and Carburetor jobs, use

ORIGINAL EQUIPMENT

Don't stake your reputation on parts which may not stand up. Use parts of known accuracy and quality in your Electrical and Fuel System Repairs.

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BENDIX

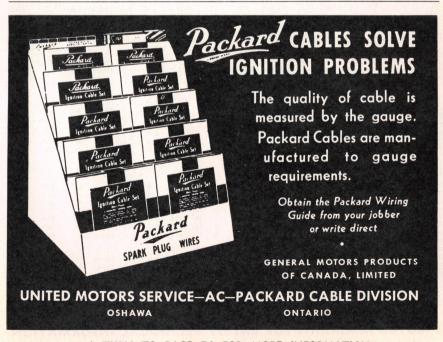
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Make and Model	Ignition Unit—Make	Deg. Adv.—Manual Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
McLAUGHLIN-BUICK	COI	ntinue	d										
Eight 44. 1935 Eight 45. 1935 Eight 46. 1935 Eight 49. 1935	DR DR DR DR	10 26 12 17 12 26 12 26	10	.013 .013 .013 .013	2°B 7°B 11°B 10°B	A A A	16258374 16258374 16258374 16258374	4.5 4.5 4.5 4.5	2.5 2.5 2.5 2.5	18mm 18mm 18mm	AC AC AC	H-9 H-9 H-9 H-9	.020 .020 .020 .020
Eight 44. 1936 Eight 46. 1936 Eight 48. 1936 Eight 49. 1936	DR DR DR DR	0 22 0 26 0 26 0 26	10	.013 .013 .013 .013	2°B 10°B 10°B 10°B	A A A	16258374 16258374 16258374 16258374	4.5 4.5 4.5 4.5	2.5 2.5 2.5 2.5	18mm 18mm 18mm 18mm	AC AC AC	H-9 H-9 H-9	.025 .025 .025 .025
44 Special 1937 46 Century 1937 48 Roadmaster 1937 49 Limited 1937	DR DR DR DR	20 22 20 12 20 12 20 12	12	.013 .013 .013 .013	2°B 10°B 10°B 10°B	R R R	16258374 16258374 16258374 16258374	4.5 4.5 4.5 4.5	2.5 2.5 2.5 2.5	18mm 18mm 18mm	AC AC AC	H-9 H-9 H-9 H-9	.025 .025 .025 .025
44 Special 1938 46 Century 1938 48 Roadmaster 1938 49 Limited 1938	DR DR DR DR	88 26 88 26 88 26 88 26	11	.0125 .0125 .0125 .0125	4°B 6°B 6°B 6°B	R R R	16258374 16258374 16258374 16258374	4.5 4.5 4.5 4.5	2.5 2.5 2.5 2.5 2.5	14mm 14mm 14mm 14mm	AC AC AC	46 46 46 46	.023 .023 .023 .023
NASH													
Six 980. 1932 Six Big 1060. 1932 Eight 970. 1932 Eight Std. 1070. 1932 Eight Twin-Ign. 980. 1932 Eight Twin-Ign. 980. 1932 Eight Spec. 1080. 1932 Eight Adv. 1090. 1932 Eight Amb. 1090. 1932	AL AL AL AL AL AL AL	0 32 0 26 0 32 0 32 20 16 9 16 9 16		.020 .020 .020 .020 .025 .025 .020 .020	½"B 5°B 5°B TDC 15°B TDC TDC	U U A A A A A A	153624 153624 16258374 16258374 16258374 16258374 16258374 16258374	4.0 4.0 4.0 10.0 10.0 10.0 10.0 10.0	2.0 2.0 2.0 2.0 5.0 5.0 5.0 5.0	14mm 18mm 14mm 18mm 14mm 18mm 14mm 18mm	AC AC AC AC AC AC AC AC	K-12 G-10 K-12 G-10 K-12 J-9 K-12 J-9 J-9	.020 .020 .020 .018 .020 .019 .020 .019
Six Big 1120	AL AL AL AL AL	0 26 0 26 0 32 20 16 9 16	0 0	.020 .020 .020 .020 .020	10°B 5°A 5°A 15°B TDC	U A A A A	153624 16258374 16258374 16258374	4.0 4.0 4.0 10.0 10.0	2.0 2.0 2.0 5.0 5.0	18mm 18mm 14mm 14mm 18mm	AC AC AC AC	G-10 G-10 K-12 K-12 J-9	.018 .018 .018 .020 .019
Six Big 1220	AL AL AL	0 30 0 30 0 10	0	.020 .020 .020	15°B 15°B 15°B	UUU	153624 16258374 16258374	10.0 10.0 10.0	6.0 6.0 6.0	14mm 14mm 18mm	AC AC AC	K-12 K-12 J-9	.020 .020 .020
Six Adv. 3520	AL AL AL	0 20 0 20 0 20	0	.020 .020 .020	15°B 15°B 15°B	U U U	153624 16258374 16258374	4.0 4.0 4.0	2.5 2.5 2.5	14mm 14mm 14mm	AC AC AC	K-12 K-12 K-12	.022 .022 .022
Six 400	AL AL AL	33 30 0 14 0 30	0	.020 .020 .020	TDC 15°B 15°B	UUU	153624 153624 16258374	4.0 4.0 4.0	2.0 2.0 2.0	18mm 14mm 14mm	AC AC	K-12 K-12	. 025 . 025 . 025
Lafayette	AL AL AL	0 30 0 30 0 45	0	.020 .020 .020	TDC 4°B 9°B	R R R	153624 153624 16258374	5.0 5.0 5.0	2.0 2.0 2.0	18mm 14mm 14mm	Cha AC AC	7 K-7 K-7	.025 .025 .025
Lafayette 1938 Ambassador 6 1938 Ambassador 8 1938	AL AL AL	0 30 0 20 0 24	0 0 0	.020 .020 .020	4°B 4°B 9°B	R R R	153624 153624 16258374	4.0 4.0 4.0	2.0 2.0 2.0	18mm 14mm 14mm	AC AC AC	G-9 45 45	.023 .023 .023
					Andrew Co.	A Salar William							

For key to abbreviations see page 69

PROOF THAT EVERY CAR IS THREE-CARS-IN-ONE



Poor performance

with "low-grade" gasoline



There is no anti-knock fluid (containing tetraethyllead) in "low grade" gasoline. Power is lost because you must retard the spark to prevent "knock" or "ping."

Good performance

with "regular" gasoline



Mostregular gasoline has initanti-knock fluid (containing tetraethyl lead). The spark can be considerably advanced for more power without "knock" or "ping."

Best performance

with gasoline containing "ETHYL"



Gas "with ETHYL" is highestin all-round quality. It has enough antiknock fluid (containing tetraethyl lead) to let the spark be fully advanced for maximum power and economy without "knock" or "ping."

ETHYL GASOLINE CORPORATION, manufacturer of anti-knock fluids used by oil companies to improve gasoline

Make and Model	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
OLDSMOBILE													
Six F-32 1932 Eight L-32 1932 Six F-33 1933 Eight L-33 1933 Eight L-34 1934 Eight L-35 1935 Eight L-35 1935 Eight L-36 1936 Eight L-36 1936 Six 1937 Six 1937 Six 1938 Eight 1938 Eight 1938	DR DR DR DR DR DR DR DR DR DR DR	0 2 0 2 0 2 0 2 0 2 0 2 0 2 20 2 20 3 0 2 20 2	7 0 6 0 0 0 5 0 1 0 4 0 7 17	.022 .022 .018 .018 .022 .022 .018 .018 .020 .015 .020 .018	5°B 5°B 31/2°B 31/2°B TDC 31/2°B 3°B TDC 2°B TDC TDC TDC	A A A A A R R R R R R R R R R R R R R R	153624 16258374 153624 16258374 153624 16258374 153624 16258374 153624 153624 16258374	4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5	2.0 2.5 2.0 2.5 2.0 2.0 2.0 2.0 2.0 2.0	18mm 18mm 18mm 18mm 18mm 18mm 18mm 18mm	AC AC AC AC AC AC AC AC AC AC	G-9 G-9 G-9 G-9 G-9 G-9 G-9 G-9 K-9 45	. 025 . 025 . 025 . 025 . 025 . 025 . 025 . 030 . 030 . 040 . 030
PACKARD	NIE	0 1	1 0	015	1200		1/250274	4.7	1.0	14	AC	K-9	.025
8 Std. 901-9021932 8 DeL. 903-9041932	NE NE		9 0	.015	12°B 4°B	A	16258374 16258374	4.7	1.0	14mm 14mm	AC	K-9	.025
Eight 1001-10021933 8 Super 1003-10041933 12 Cust. 1005-10061933	NE NE NE	0 1	1 0 9 0 6 0		9°B 9°B 7°B	A A A	16258374 16258374 g	4.7 4.7 4.7	1.0 1.0 1.0	14mm 14mm 14mm	AC AC AC	K-7 K-7 K-7	.025 .025 .025
8 1100-1-2	NE NE NE		1 0 9 0 6 0	.018 .018 .018	6°B 6°B 8°B	A A A	16258374 16258374 g	4.7 4.7 4.7	1.0 1.0 1.0	14mm 14mm 14mm	AC AC AC	K-7 K-7 K-7	.025 .025 .025
8 120	AL DR DR DR	0 1	20 0 1 0 9 0 6 0	.018 .018 .018 .018	5°B 6°B 6°B 8°B	A A A	16258374 16258374 16258374 g	4.7 4.7 4.7 4.7	1.0 1.0 1.0 1.0	14mm 14mm 14mm 14mm	AC AC AC AC	K-7 K-7 K-7 K-7	.025 .025 .025 .025
8 120-B	AL DR DR AL	0 1	0 0 8 0 8 0 2 0	.018 .018 .018 .018	7°B 6°B 6°B 8°B	A A A	16258374 16258374 16258374 g	4.7 4.7 4.7 4.7	1.0 1.0 1.0 1.0	14mm 14mm 14mm 14mm	Cha Cha Cha Cha	J-8 J-8 J-8 J-8	.028 .028 .028 .028
Six	b AL b AL	0 2 0 2 0 2 0 1	1 15 0 15 0 13 6 0	.012 .012 .012 .018	21/2°B 7°B 6°B 6°B	A A A	153624 16258374 16258374 g	2.5 2.5 2.5 2.5	0.5 0.5 0.5 0.5	10mm 10mm 10mm 10mm	Va Va Va Va	Y-4 Y-4 Y-4 Y-4	.028 .028 .028 .028
Six 1938 Eight 1938 Super 8 1938 Twelve 1938	DR AL AL AL	0 2	1 15 0 15 0 13 6 0	.018 .012 .012 .018	6°B 8°B 6°B 6°B	A A A	153624 16258374 16258374 g	21/2 21/2 21/2 21/2 21/2	1/2 1/2 1/2 1/2 1/2	10mm 10mm 10mm 10mm	Va Va Va Va	K K K	.025 .025 .025 .025
PLYMOUTH													
PB 1932 Six PC 1933 Six PD 1933 Six Std. PF 1934	DR DR DR DR	0 1	8 0 6 0 6 0 8 0	.020 .020 .020 .020	10°B 10°B TDC 9°A	A A U	1342 153624 153624 153624	- - 4.5	_ _ _ 2.0	18mm 14mm 14mm 14mm	AC AC AC AC	G-12 K-12 K-12 S-9	.020 .025 .025 .025

For key to abbreviations see page 69

Comet AUTOMOTIVE

for SPEED-PROFIT-SATISFACTION

HIGH TENSION CABLES

LIGHTING CABLES

BATTERY CABLES

IGNITION CABLE SETS

MERCHANDISERS

AUTOMOTIVE ACCESSORIES



No. 4 Battery Cable and Ground Strap Assortment

complete Assortment of 25 titems that will service 90% of the popular cars. Especially designed for the aggressive Dealers:

3									٠			3-0-3
2												3-B-6
2												3-B-7
2												3-B-9
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2												3-P-26
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2	Ċ											3-F-29



Re-Wiring Kits — Complete Kit No. 6

A complete Wiring Department with all of the Cable, Terminals, Solder and Tools necessary to properly repair the average wiring job.

the average wiring jot 100-702 Wire Terminals 50-706 Wire Terminals 50-710 Wire Terminals 50-719 Wire Terminals 100-717 Wire Terminals 25-720 Wire Terminals 25-721 Wire Terminals 25-721 Rubber Protectors

1-727 Rajah Cutting and Crimping Tool 1-150 No. 16 Ga. Lacquered Lighting Cable 1-152 No. 14 Ga. Lacquered Lighting Cable 1-138-B High Tension 7MM. 1-S-1 Soldering Iron Roll Acid Core Solder I Roll Acid Core Solder

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Introduction to the replacement trade of COMET CABLE, marks a new milestone in automotive cable quality and performance. Although new in name, twenty years' experience in "knowing how" stands back of COMET CABLE, plus the great resources and good name of this organization.

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MARINE CABLES AUTOMOTIVE, AIRCRAFT AND

Make and Model	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
PLYMOUTH—Continu	ıed													
Six DeL. PE 1934 Six PJ 1935 Six Std. PJ 1935 Six DeL. PJ 1935 Six Std. PJ 1935 Six DeL. PJ 1936 Six DeL. P2 1936 Six P-3, P-4 1937 Six P-5 1938 De L. 6 P-6 1938	DR AL AL AL AL AL AL AL	0 0 0 0 0 0	18 18 18 18 18 18 22 22 22	0 0 0 0 0 0 22 22 22	.020 .020 .020 .020 .020 .020 .020 .020	3°A 4°A 4°A 4°A 4°A 4°A 4°A 4°A	ט ט ט ט ט ט ט ט ט ט ט ט ט ט	153624 153624 153624 153624 153624 153624 153624 153624 153624	4.5 5.5 5.5 5.5 5.5 5.0 5.0 5.0	2.0 2.5 2.5 2.5 2.5 2.5 2.0 2.0	14mm 14mm 14mm 14mm 14mm 14mm 14mm	AC AC AC Cha Cha Cha Cha	S-9 S-9 S-9 S-9 J-8 J-8 J-8 J-8	.025 .025 .025 .025 .025 .025 .025 .025
Six M-402	DR DR DR DR DR DR DR DR DR	0 0 0 0 0 20 20 20 0 0	23 23 22 20 20 22 22 22 40 40 42	0 0 20 15 20 17 17 20 21 21	.022 .015 .013 .020 .018 .020 .020 .018 .018 .018	4°B 9°B 9°B 4°B 4°B 2°B 2°B 2°B 5°B 5°B	U ARRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR	153624 16258374 16258374 153624 16258374 153624 153624 16258374 153624 153624	4.55 4.55 3.55 3.55 4.88 4.8	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.5 2.5 2.5	14mm 14mm 14mm 14mm 14mm 14mm 14mm 14mm	AC AC AC AC AC AC AC AC AC	K-12 K-10 K-7 K-7 K-7 K-7 K-7 K-11 46	.025 .025 .025 .025 .025 .025 .025 .025
REO														
Six 21 Fly. Cld	DR DR DR DR DR	25 22 22 25 25	18 18 18 22 22	0 0 0 0 0	.020 .020 .020 .020 .020	1"B 11/4"B 11/4"B 15°B 15°B	A A A R R	153624 16258374 16258374 16258374 16258374		= = =	18mm 18mm 18mm 18mm	Cha Cha Cha Cha Cha	C-7 C-7 C-7 C-7	.025 .025 .025 .025 .025
Six 3S	DR DR DR DR DR DR DR	25 25 25 25 0 0	18 18 18 22 12 16 20	0 0 0 0 0 0	.020 .020 .020 .020 .020 .020	3/4"B 3/4"B 10°B 10°B 10°B 6°B 2°B	A A A A A	153624 16258374 153624 16258374 153624 153624	5.0 4.5 5.0 4.5 5.0 5.0 5.0	1.5 2.5 1.5 2.5 2.0 1.5 2.0	18mm 18mm 18mm 18mm 18mm 18mm	Cha Cha Cha Cha Cha Cha	C-7 C-7 C-7 C-7 C-7 No. 7 No. 7	.025 .025 .025 .025 .025 .025 .025
ROCKNE														
6-65	AL AL AL	0 15 0	23 23 21	0 0 0	.020 .020 .020	5°B 5°B 5°B	R A A	153624 142635 153624	4.0 4.0 5.0	0.5 0.5 0.5	7/8 7/8 18mm	Cha Cha Cha	C-4 C-4 C-7	.025 .025 .025

For key to abbreviations see page 69

Make and Model	Ignition Unit—Make	Deg. AdvManual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	&oil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
STUDEBAKER														
Six 6-55 1932 Dict. 8-62 1932 Comm. 8-71 1932 Pres. 8-91 1932	DR DR DR DR	15 25 25 25	23 27 27 21	0 0 0 0	.020 .020 .020 .020	5°B 9°B 9°B 8°B	A A A	153624 16258374 16258374 16258374	4.0 4.5 4.5 4.5	0.5 2.2 2.2 2.2	7/8 7/8 7/8 7/8	Cha Cha Cha Cha	C-4 C-4 C-4 C-4	.025 .025 .025 .025
Six 6-56	DR DR DR DR	15 25 25 25	23 27 27 21	6 6 6	.020 .020 .020 .020	TDC 4°B 4°B TDC	A A A	153624 16258374 16258374 16258374	4.0 4.0 4.0 4.5	0.5 0.5 0.5 0.5	18mm 18mm 18mm	Cha Cha Cha	C-7 C-7 C-7 C-7	.025 .025 .025 .025
Dict. 6-A	AL AL DR DR	0 0 0	21 21 27 27	6 6 6	.020 .020 .020 .020	TDC TDC TDC TDC	R R R	153624 153624 16258374 16258374	4.0 4.0 4.0 4.0	0.5 0.5 0.5 0.5	18mm 18mm 18mm 18mm	Cha Cha Cha Cha	C-7 C-7 C-7 C-7	.023 .523 .023 .023
							41.019							

For key to abbreviations see page 69

AUTO STARTER LIMITED



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Motor Tune-up. Motor Check and Exhaust Gas Analyzer, Valve Refacers, Hardened Seat Grinders, Drills, Bench Grinders, Grease Guns, Hoists, Brake Testers, Condensotest, Vacotest, Pumpo-test, Compressotest.

Make and Model	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
STUDEBAKER—Cont	inued	ı									10			
Dict. 6-1A. 1935 Dict. 6-2A. 1935 Comm. 8-1B. 1935 Pres. 8-1C. 1935	AL AL DR DR	0	21 21 27 27	6 6 6	.020 .020 .020 .020	TDC TDC TDC TDC	R R R	153624 153624 16258374 16258374	4.5 4.5 4.5 4.5	0.5 0.5 0.5 0.5	18mm 18mm 18mm 18mm	Cha Cha Cha	J-8 J-8 J-8 J-8	.023 .023 .023 .023
Dict. 6-3A	DR DR DR	0	21 21 27	6 6	.020 .020 .020	2°B 2°B TDC	A A A	153624 153624 16258374	4.5 4.5 4.0	0.5 0.5 0.5	18mm 18mm 18mm	Cha Cha Cha	J-8 J-8 J-8	.023 .023 .023
Dictator 6	AL DR	0	21 27	12 12	.020	2°B TDC	RR	153624 16258374	4.5	1.0	18mm 18mm	Cha Cha	8-A 8-A	.025
Six (7A)	AL AL DR	0	11 10 29	6 6	.020 .020 .018	2°B 2°B TDC	R R R	153624 153624 16258374	4.5 4.5 4.5	1.0 1.0 1.0	18mm 18mm 18mm	Cha Cha Cha	8 8 8	.025 .025 .025
TERRAPLANE														
Six 1934 Six 1935 Six 1936 Six 1937 Special 80 1938 Super 82 1938	AL AL AL AL AL AL		29 29 29 28 14 14	0 0 0 0	.020 .020 .020 .020 .020 .020	TDC TDC TDC TDC TDC TDC	UUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUU	153624 153624 153624 153624 153624	4.5 4.5 4.5 4.2 4.5 4.5	2.0 2.5 2.5 1.8 2.5 2.5	14mm 14mm 14mm 14mm 14mm	Cha Cha Cha Cha Cha	J-7 J-7S J-8 J-8 J-8A J-8A	.022 .022 .022 .025 .032
WILLYS														
Six 6-90 1932 Eight 8-88 1932 Four 77 1933 Four 77 1935 Four 77 1936 37 1937 4-38 1938	AL AL AL AL AL AL	0	10 12 25 25 25 25 14 14	0 0 0 0 0 10	.018 .018 .018 .018 .018 .020	TDC 6°B 4°B 4°B 4°B 5°A	A A A R R A R	153624 16258374 1342 1342 1342 1342 1342	3.4 3.4 4.0 4.0 4.0 5.0 4.0	1.0 1.0 2.0 2.5 2.5 2.6 2.5	18mm 18mm 18mm 18mm 18mm 18mm	Cha Cha Cha Cha Cha Cha	C-7 C-7 C-7 C-7 C-7 C-7 C-7	.027 .027 .027 .025 .024 .025 .025
Six 95	AL AL	10 10	7	0	.018	12°B 16°B	A A	153624 153624	3.5 3.5	1.0	7/8 7/8	Cha Cha	C-1 C-4	020

a-Cast Iron Head, J-8; Aluminum Head, H-10. A-Advanced. AL-Auto-Lite. b-Auto-Lite or Delco-Remy. Cha-Champion. DR-Delco-Remy. f-1L, 2R, 3L, 1R, 4L, 3R, 2L, 4R. FM-Ford-Mallory. g-1R, 6L, 5R, 2L, 3R, 4L, 6R, 1L, 2R, 5L, 4R, 3L. h-IR, IL, 4R, 4L, 2L, 3R, 3L, 2R.

j-1L, 2R, 5L, 4R, 3L, 1R, 6L, 5R, 2L, 3R, 4L, 6R. K-Champion Y-4 or AC 103-S. m-1L, 4R, 4L, 2L, 3R, 3L, 2R, IR, NE-North-East. p-Cast Iron Head, TDC; Aluminum Head, 3°A. R-Retarded.

s-IL, 4R, 5L, 7R, 2L, 3R, 6L, IR, 8L, 5R, 4L, 2R, 7L, 6R, 3L, 8R. U-Automatic advance.

w-1R, 5L, 4R, 8L, 6L, 3R, 7L, 2R. Va-AC or Champion.

*-H-10 with aluminum head.

VALVES - VALVE TIMING

															-
Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat-Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearanc e —Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing— Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes
AUBURN													· 4		
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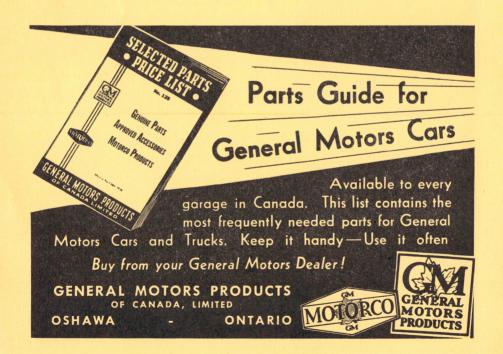
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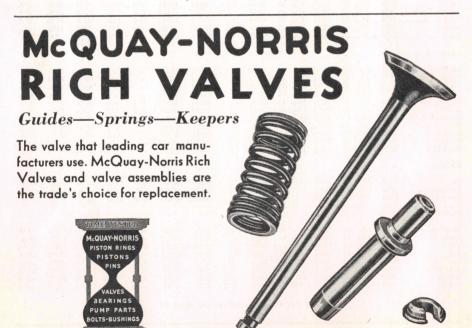
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Six	13/8 45 13/8 45 11/2 45	.0020 .0040 .0040	13/8 45 13/8 45 13/8 45	.0020 .0040 .0040	11/32 11/32 11/32	.006H .006H .006H	.008H .008H .008H	.010 .010 .010	11°B 11°B	60°A 60°A	50°B 50°B 50°B	19°A 19°A 19°A
FORD												
Model A. 1930–2 Model B. 1933 V-8. 1932–4 V-8. 1935–6 V-8 "60" 1937 V-8 "65" 1937 V-8 60. 1938 V-8 85 1938	13/8 45 117/2 45 117/2 45 117/2 45 117/2 45 117/2 45 117/2 45 11/3/2 45 11/3/2 45 11/3/2 45	.0015 .0030 .0030 .0015 .0015 .0015	13/8 45 117/2 45 117/2 45 117/2 45 117/2 45 117/2 45 117/2 45 119/2 45 119/2 45 119/2 45	.0015 .0030 .0030 .0015 .0015 .0015 .0015	%2 aa .295 .295 .251 .292 .251 .292	.013H .012H .013H .013H .015 .013 .0145	.013H .018H .013H .013H .015 .013 .0145 .0145	.013 e .013 .013 .015 .013 .0145 .0125	7½°B 8°B 9½°B 9½°B 9½°B 9½°B 9½°B	48½°A 56°A 54½°A 54½°A 54½°A 54½°A 54½°A	51½°B 56°B 57½°B 57½°B 57½°B 57½°B 57½°B 57½°B	5½°A 8°A 6½°A 6½°A 6½°A 6½°A 6½°A

Make and Model	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing— Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes
FRONTENAC														
6-70	$1\frac{9}{16}$ $1\frac{5}{8}$ $1\frac{3}{16}$	45 45 30	.0015 .0075 .0010	17/16 15/8 11/8	45 45 30	.0015 .0015 .0030	5/16 5/16 . 281	.006C .006C .006C	.008C .008C .008C	.012 .012 .012	5°A 5°A TDC	45°A 45°A 40°A	40°B 40°B 30°B	5°A 5°A 5°A
GRAHAM														
Six 1932 Eight 1932 Six Std 1933 8 Std., Cust 1933 Six Std. 1934 Eight Std. 1934 Eight Cust 1934 Six 1935 Six Spec. 1935	19/16 17/16 19/16 17/16 19/16 13/8 11/2 133/64 19/16	30 45 30 45 30 45 45 30 30	.0010 .0010 .0010 .0010 .0010 .0010 .0010	$\begin{array}{c} 115_{32} \\ 15_{16} \\ 115_{32} \\ 15_{16} \\ 115_{32} \\ 11_{15} \\ 11_{2} \\ 11_{3} \\ 11_{3} \\ 11_{3} \\ 11_{5} \\ 11_{3} \\ 11_{5} \\ 11_{3} \\ 11_{5} \\ 11_{3} \\ 11_{5} \\ 11_{3} \\ 11_{5$	45 45 45 45 45 45 45 45	.0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010	dd dd dd dd 5/16 5/16 5/16 5/16 cc	.010H .010H .010H .010H .010H .010H .010H .010H	.010H .010H .010H .010H .010H .010H .010H .010H	.012 .012 .012 .012 .012 .012 .012 .012	TDC TDC TDC TDC TDC TDC TDC 2°B TDC	40°A 40°A 40°A 40°A 40°A 40°A 40°A 42°A 40°A	40°B 40°B 40°B 40°B 40°B 40°B 40°B 40°B	10°A 10°A 10°A 10°A 10°A 10°A 10°A 8°B 10°A



AND DESCRIPTION OF THE PERSON		-	-	-	-		-	-	-					
Make and Model	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing— Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes
GRAHAM—Cont	inued												3774	YA3.1
Eight 193 Eight Super C 193 6-80 Crusader 193 6-10 Super C 193 6-110 Super C 193 Crusader 85 193 Super C 116 193 Super C 120 193 Special 193 Supercharger 193	5 11/2 66 133/64 66 133/64 7 133/64 7 133/64 7 133/64 7 133/64 8 133/64	45 45 30 30 30 30 30 30 30 30 30 30 30	.0010 .0010 .0018 .0018 .0018 .0010 .0010 .0010 .0010 .0020 .0020	11/4 13/8 113/64 121/64 121/64 121/64 121/64 121/64	45 45 45 45 45 45	.0010 .0010 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0030 .0030	dd dd 516 516 516 516 516 516 516	.010H .010H .010H .010H .010H .010H .010H .010H .010H	.010H .010H .010H .010H .010H .010H .010H .010H .010H	.012 .012 .012 .012 .012 .012 .012 .012	TDC TDC 4½°B 4½°B 4½°B 4½°B 4½°B 4½°B 4½°B 4½°B	4/5 A	40°B 40°B 47½°B 47½°B 47½°B 47½°B 47½°B 47½°B 47½°B 47½°B 47½°B	10°A 10°A 4½°A 4½°A 4½°A 4½°A 4½°A 4½°A 4½°A
HUDSON														
Eight 193 Super Six 193 Eight 193 Eight 1935 Eight 1935 Eight 1935 Eight 1935 Eight 193 Eight 193 Eight 193 Six 193 Eight 193 Eight 193 Eight 193 Eight 193 Eight 193 Eight 193	33 13/8 11/2 4 11/2 66 13/8 11/2 7 13/8 11/2 13/8 11/2 13/8 11/2	45 45 45 45 45 45 45 45 45 45 45 45 45 4	.0020 .0040 .0040 .0015 .0015 .0015 .0020 .0020 .0020 .0020	13/8/8/8 13/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	45 45 45 45 45 45 45 45 45 45 45 45	.0020 .0040 .0040 .0015 .0030 .0030 .0030 .0020 .0020 .0020 .0020	11/32 11/32 11/32 11/32 11/32 11/32 11/32 11/32 11/32 11/32 11/32	.003H .006H .006H .006H .006H .006H .006H .006H .006H .006H	.005H .008H .008H .008H .008H .008H .008H .008H .008H .008H .008H	.010 .010 .010 .010 .010 .010 .010 .010	11°B 11°B 11°B 102%°P 102%°P 102%°B 102%°B 102%°B 102%°B	60°A 60°A 60°A 3 60°A 3 60°A 60°A 60°A 60°A 60°A	50°B 50°B 50°B 50°B 50°B 50°B 50°B 50°B	19°A 19°A 19°A 19°A 182%°A 182%°A 182%°A 1888°A 1888°A 1888°A 1888°A
HUPMOBILE														
Six 214, 216	2 17/6 11/52 2 13/4 13/4 13/4 13/4 13/4 13/4 11/52 13/4 11/52	45	.0020 .0020 .0020 .0020 .0020 .0010 .0010 .0010 .0010 .0010 .0015 .0015 .0015 .0015 .0015 .0015	117.52 111.52 111.52 111.52 111.52 111.52 111.52 117.52	45 45 45 45 45 45 45 45 45 45 45 45 45 4	.0020 .0020 .0020 .0020 .0020 .0020 .0010 .0010 .0015 .0010 .0015 .0015 .0015 .0015 .0015	285 285 11/22 11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2	.008H .007H .007H .018H .007H .010H .010H .018H .013H .013H .013H .018H .010H .018H .010H .018H .010H	.008H .014H .014H .018H .014H .013H .013H .018H .013H .013H .013H .013H .013H .013H .013H .013H .013H .013H	.010 g g .017 g h k .017 g h .017 .017 h hours	4°A 1°A 1°A TDC 1°A 2°B TDC 3°A 2°B 2°B 2°B 2°B 3°A 2°B 1°A	51°A 51°A 40°A 51°A 51°A 40°A 51°A 40°A 51°A 49°A 51°A 49°A 51°A 49°A 51°A 49°A	47°B 47°B 47°B 40°B 47°B 44°B 44°B 44°B 44°B 44°B 44°B 44	TDC 3°A 3°A TDC 3°A

Make and Model		Year	Valve Head Diam.—Intake	Angle of Seat-Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust	Angle of Seat-Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing— Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes	
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LAFAYETTE

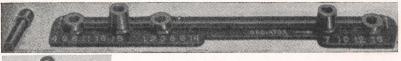
Six1934	121/0 45	.0020	117% 45	.0020	5/16	.008H	.008H	.008	-	-	-	-
Six1935-36	121/2 45	.0020	117/2 45	.0020	5/16	.008H	.008H	.008	-	-	-	-

LA SALLE

V-8	14364 30 196 30 11932 30 196 30	.0033		.0025 .0043 .0030 .0030	.300 n m	.004H .006H .007H .009H .006H .009H .006H .009H Auto natic Take	.015 .015 .015	6°B TDC 6°A 6°A TDC	42°A 42°A 37°A 37°A 42°A	38°B 40°B 34°B 34°B 52°B	2°A 10°A 5°A 5°A 10°A
38-50. 1938	17% 45	.0010	15% 45	.0020	v	Automatic Take		TDC	42°A	52°B	10°A

For key to abbreviations see page 84

FOR EXPERT VALVE TIMING .



X-135 VALVE TIMING GAUGE FOR FORD V-8

This gauge entirely eliminates the use of charts, drawings or guess work from the procedure of valve-timing. Simple to use. Price \$2.25 F.O.B. Essex. Sales Tax extra. Save time and money by reducing waste effort. Order one to-day.

Officially approved by Ford Motor Co. of Canada Ltd.

Valve spring assembly press. Price \$2.60 f.o.b. Essex, Sales Tax Extra.

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An essential piece of equip-ment for assembling valve guides, spring and seat to the valve

WASCO PRECISION TOOLS

ESSEX, ONTARIO

Order one today.

The second color										. (1.)			
Eight 50	Make and Model	Valve Head Diam.—Inta <mark>ke</mark> Angle of Seat—Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	and	Tappet Clearance—Intake	Clearance—	Clearance for Valve Timing— Intake and Exhaust	Timing—Intake	Timing—Intake	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes
Eight 50. 1933 1½6 45 0015 1½6 45 0021 340 .008H .008H .008 44°B 54°A 58°B 30°A Eight 60. 1933 1½6 45 0015 1½6 45 .0021 340 .008H .008H .008 44°B 54°A 58°B 30°A 58°B	McLAUGHLIN-BU	ICK											
8-40, 44	Eight 601932	115_{32} 45 19_{16} 45 125_{32} 45	.0015	111/ ₃₂ 45 17/ ₁₆ 45 119/ ₃₂ 45	.0030	.335	.008H	.008H	.008	41°B	54°A	58°B	30°A
8-44	Eight 601933	$\begin{array}{cccccccccccccccccccccccccccccccccccc$.0015	111/ ₃₂ 45 17/ ₁₆ 45 119/ ₃₂ 45	.0021	.340	.008H	.008H	.008	41°B	54°A	58°B	30°A
44 Special. 1937 1136 45 .0015 1136 45 .0021 t .015H .015H .004 13°B 68°A 55°B 22°A 46 Century. 1937 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 48 Roadmaster. 1937 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1937 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 44 Special. 1938 1136 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 46 Century. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 46 Century. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 48 Roadmaster. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0020 1236 45 .0020 1236 1236 124 124 124 124 124 124 124 124 124 124	8-50, 451934–35 8-60, 461934–35	117 ₃₂ 45 115 ₃₂ 45 19 ₁₆ 45 125 ₃₂ 45	.0011	111/29 45	.0014	.340	.008H .008H	H800.	.004	4½°B 4½°B	54°A 54°A	58°B 58°B	30°A 30°A
44 Special. 1937 1136 45 .0015 1136 45 .0021 t .015H .015H .004 13°B 68°A 55°B 22°A 46 Century. 1937 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 48 Roadmaster. 1937 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1937 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 44 Special. 1938 1136 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 46 Century. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 46 Century. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 48 Roadmaster. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0015 136 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 1236 45 .0020 1236 45 .0020 1236 1236 124 124 124 124 124 124 124 124 124 124	8-44	1 ¹⁷ / ₃₂ 45 1 ²⁵ / ₃₂ 45		1 ¹¹ / ₃₂ 45 1 ⁷ / ₁₆ 45		.332		.015H .015H					23°A 25°A
44 Special 1938 17% 45 .0015 17% 45 .0021 t .015H .004 13°B 68°A 55°B 22°A 46 Century 1938 12% 45 .0015 17% 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 48 Roadmaster 1938 12% 45 .0015 17% 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 12% 45 .0015 17% 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 12% 45 .0015 17% 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 12% 45 .0015 17% 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 12% 45 .0020 11% 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 49 Limited. 1938 12% 45 .0020 11% 45 .0021 uu .015H .015H .004 14°B 71°A 56°B 25°A 45°A 45°A 45°B 25°A 45°A 45°B 25°A 45°A 45°A 45°B 20°A 45°A 45°A 45°B 20°A 45°A 45°A 45°B 20°A 45°A 45°A 45°B 20°A 45°A 45°A 45°B	46 Century1937 48 Roadmaster1937		.0015	1/16 45	.0021	uu uu	.015H .015H	.015H .015H	.004	14°B 14°B	71°A 71°A	56°B 56°B	25°A 25°A
6-960, 1060, 1932 11½4 45 0020 11½4 45 0020 5/6 008H 008H 008 5°A 45°A 45°B 5°A 8-970, 1070 1932 11½4 45 0020 11½4 45 0020 5/6 008H 008H 008 5°A 45°A 45°B 5°A 8-980, 1080 1932 11½6 45 0020 11½6 45 0020 11½6 012H 012H 012 15°A 38°A 45°B 10°A 8-890 1932 11¼6 45 0020 11½6 45 0020 11½6 012H 012H 012 15°A 38°A 45°B 10°A 8-40× 10°A 10°A	46 Century	1^{17}_{32} 45 1^{25}_{32} 45 1^{25}_{32} 45	.0015	17 ₁₆ 45 17 ₁₆ 45	.0021	uu uu	.015H .015H	.015H .015H	.004	14°B 14°B	71°A 71°A	56°B 56°B	25°A 25°A
8 Adv. 1090. 932 13/4 45 0020 11/52 45 0020 11/52 012H 012H 012 15°A 38°A 45°B 10°A 8 Amb. 1090. 1932 13/4 45 0020 11/52 45 0020 11/52 012H 012H 012 15°A 38°A 45°B 10°A 8 Amb. 1090. 1932 13/4 45 0020 11/52 45 0020 11/52 012H 012H 012 15°A 38°A 45°B 10°A 6 Big 1120. 1933 11/52 45 0020 11/52 45 0020 11/52 012H 012H 012 15°A 38°A 45°B 10°A 8 Light Adv. 1180. 1933 11/52 45 0020 11/52 45 0020 11/52 008H 008H 008B 5°A 45°A 45°B 5°A 8 Eight Adv. 1180. 1933 11/52 45 0020 11/52 45 0020 11/52 012H 012H 012 15°A 38°A 45°B 10°A 8 Eight Adv. 1180. 1933 11/52 45 0020 11/52 45 0020 11/52 012H 012H 012 15°A 38°A 45°B 10°A 8 Advanced. 1934-35 11/52 45 0020 11/52 45 0020 11/52 012H 012H 012 15°A 38°A 45°B 10°A 8 Advanced. 1934-35 11/52 45 0020 11/52 45 0020 11/52 015H 015H 015	NASH												
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	8-970, 1070	111/16 45	.0020 .0020 .0020 .0020	111/ ₈₂ 45 115/ ₈₂ 45 117/ ₈₂ 45 119/ ₈₂ 45 119/ ₈₂ 45	.0020 .0020 .0020 .0020	5/16 11/32 11/32 11/32	.008H .012H .012H .012H	.008H .012H .012H .012H	.008 .012 .012 .012	5°A 15°A 15°A	45°A 38°A 38°A	45°B 45°B 45°B 45°B	5°A 10°A 10°A
Six 1934-35 134/4 45 0020 1194/2 45 0020 114/2 015H 015H 015 — — — Eight Amb. 1290.1934 13/4 45 0020 113/2 45 0020 113/2 015H 015H 015H 015 — — — Eight Amb. 1290.1934 13/4 45 0020 113/2 45 0020 113/2 015H 015H 015 — — — — Eight Amb. 3588.1935 12/4 45 0020 113/2 45 0020 13/2 015H 015H 015 — — — — Six 400. 1936 12/4 45 0020 11/2 0020 11/2 015H 015H 015 — — — Six Amb 1936 13/4 45 0020 11/2 45 0020 11/2 015H 015H 015 — — —	8-1130, 11701933 Eight Adv. 11801933	1 ²¹ / ₃₂ 45 1 ¹³ / ₅₂ 45 1 ²¹ / ₃₂ 45 1 ³ / ₄ 45	.0020	117/82 45 111/82 45 115/82 45 119/82 45	.0020	5/16 5/16 11/32 11/32	.008H .012H	.008H .012H	.008	5°A 15°A	45°A 38°A	45°B 45°B	5°A 10°A
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	8 Advanced	13/ ₄ 45 1 ²¹ / ₃₂ 45 1 ³ / ₄ 45 1 ²¹ / ₆ 45	.0020 .0020 .0020 .0020 .0020	119/32 45 115/32 45 119/32 45 115/32 45 117/3 45	.0020 .0020 .0020 .0020 .0020	11/ ₃₂ 11/ ₃₂ 11/ ₃₂ 5/ ₁₆ 11/ ₃₂	.015H .015H .015H .008H .015H	.015H .015H .015H .008H .015H	.015 .015 .015 .008				
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Ambassador 61937		.0020	117/32 45 119/32 45 115/32 45	.0020	11/22	.008H	.015H	у	24°B	76°A 70½°A 74°A	76°B 49½°B 45°B	5°A
	Ambassador 6 1938	1 ²¹ / ₃₂ 45 1 ³ / ₄ 45	.0020	117/32 45 119/32 45	.0020	5/16 11/32	.008H	.015H	у	24°B	71°A 70½°A 74°A	71°B 49½°B 45°B	5°A

For key to abbreviations see page 84

Make and Model Year	Valve Head Diam.—Intake Angle of Seat—Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing— Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes
OLDSMOBILE												
Six F-32 1932 Eight L-32 1932 Six F-33 1933 Eight L-33 1933 Six F-34 1934 Eight L-34 1934 Six F-35 1935 Eight L-35 1935 Six F-36 1936 Eight L-36 1936 Six 1937 Six 1938 Eight 1938	15/8 30 15/8 30 15/8 30 15/8 30 15/8 30 15/8 30 15/8 30 15/8 30 15/8 30 15/8 30	0 .0013 0 .0013 0 .0013 0 .0013 0 .0013 0 .0013 0 .0013 0 .0013 0 .0013	$\begin{array}{cccccccccccccccccccccccccccccccccccc$.0013 .0013 .0023 .0023 .0023 .0023 .0023 .0023 .0023 .0023 .0023 .0023 .0023	.320 .300 .320 .300 .300 .300 .300 .300	.008H .008H .008H .008H .008H .008H .008H .008H .008H .008H .008H .008H	H010. H010. H010. H010. H010. H010. H010. H010. H010. H110.	.010 .010 .010 .010 .013 .013 .010 .010	TDC TDC TDC TDC TDC TDC 5°B TDC 5°B TDC 5°B TDC	50°A 42°A 50°A 42°A 50°A 42°A 45°A 42°A 45°A 45°A 45°A 35°A	40°B 40°B 40°B 40°B 40°B 40°B 45°B 45°B 45°B 45°B 45°B 45°B	10°A 10°A 10°A 10°A 10°A 5°A 10°A 5°A 10°A 5°A 10°A
PACKARD												
Eight Std1931-32 Eight DeL1931-32	1 ²¹ / ₃₂ 45 1 ¹³ / ₁₆ 45	.0025	1^{15}_{32} 45 1^{11}_{16} 45	.0040	.358 .358	.004H .004H	.004H .004H	.004	20°B 20°B	65°A 65°A	65°B 65°B	20°A 20°A
Eight	1 ²¹ / ₈₂ 45 1 ¹³ / ₁₆ 45 1 ²¹ / ₈₂ 45	.0025 .0025 .0025	115/82 45 111/ ₁₆ 45 121/ ₈₂ 45	.0040 .0040 .0050	.358 .358 ⁵ / ₁₆	.004H .004H Autom	.004H .004H natic Tak	.004 .004 e-up	30°B 30°B TDC	65°A 65°A 45°A	65°B 65°B 35°B	30°A 30°A 10°A
8-120	1^{17}_{32} 30 1^{21}_{32} 45 1^{13}_{16} 45 1^{21}_{32} 45	.0025	113/32 45 115/32 45 111/16 45 121/32 45	.0005 .0040 .0040 .0050	.300 .358 .358	.007H .004H .004H Autom	.009H .006H .006H natic Tak	.004 .004 e-up	5°B 30°B 30°B TDC	39°A 65°A 65°A 45°A	45°B 65°B 65°B 35°B	5°A 30°A 30°A 10°A
Six 1937 Eight 120-C. 1937 Super 8 1937 Twelve 1937	1^{37}_{64} 30 1^{17}_{32} 30 1^{21}_{82} 45 1^{41}_{64} 45	.0005	113/32 45 113/32 45 115/32 45 121/32 45	. 0005 . 0005 . 0040 . 0050	.300 .300 .358 .312	.007H .007H .006H Autom	.010H .010H .008H natic Tak	.013 .013 .005 e-up	5°B 5°B 30°B TDC	39°A 39°A 65°A 45°A	45°B 45°B 65°B 35°B	5°A 5°A 30°A 10°A
Six 1938 Eight 1938 Super 8 1938 Twelve 1938	$\begin{array}{cccccccccccccccccccccccccccccccccccc$.0020	1 ¹³ 32 45 1 ¹³ 32 45 1 ¹⁵ 32 45 1 ²¹ 32 45	.0040 .0040 .0045 .0050	z .354 .3125	.007H .007H .006H Autom	.010H .010H .008H atic Take	.013 .013 .005 e-up	1°B 1°B 30°B TDC	39°A 39°A 65°A 45°A	45°B 45°B 65°B 35°B	5°A 5°A 30°A 10°A
PLYMOUTH												
PB 1932 Six PC, PD 1933 Six 1934–36 Six P-3, P-4 1937 Six P5, P6 1938	111 ₁₆ 45 117 ₃₂ 45 115 ₃₂ 45 115 ₃₂ 45 115 ₃₂ 45	.0020 .0010 .0010 .0010 .0010	17_{16} 45 11_{5}_{52} 45 11_{5}_{32} 45 11_{5}_{32} 45 11_{5}_{32} 45	.0030 .0030 .0030 .0030 .0030	5/16 5/16 5/16 5/16 5/16 5/16	.005H .005H .006H .006H	.007H .007H .008H .008H .008H**	d .011 c	6°A 6°A 6°A 6°A(a)	46°A 46°A 56°A 56°A(b	42°B 42°B 42°B 42°B 6) 42°B(6	8°A 8°A 8°A 8°A 2)8°A(d

For key to abbreviations see page 84

Make and Model	Valve Head Diam.—Intake Angle of Seat—Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing— Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes
PONTIAC												LOS 18-31"
Six M-402 1932 Eight 1933–34 Six 1935–36 Eight 1935–36 Six "224" 1937 Six 26-00 1938 Six 25-00 1938	113/32 30 113/32 30 117/32 30 117/32 30 141/44 30 141/44 30	.0010 .0006 .0006 .0006 .0010 .0010	111/ ₈₂ 45 111/ ₈₂ 45 115/ ₈₂ 45 111/ ₈₂ 45 111/ ₈₂ 30 115/ ₈₂ 30 115/ ₈₂ 30	.0010 .0006 .0006 .0006 .0020 .0020	5/16 19/64 19/64 19/64 P PP	.009H .009H .009H .009H .006H .006H	.009H .009H .009H .009H .013H .013H	.010 .010 .010 .010 f f	TDC 5°B 5°B 5°B 9°B 9°B	42°A 39°A 39°A 29°A 29°A 29°A	40°B 45°B 45°B 45°B 52°B 52°B 52°B	10°A 5°A 5°A 1°B 1°B 1°B
REO												
Six 21 Fly. Cd1932 8 21, 25 Fly. Cd1932 8-31, 35 Royale1932	113/16 45 133/64 30 113/16 45	.0030 .0020 .0030	1 ¹³ / ₁₆ 45 1 ³ / ₈ 45 1 ¹¹ / ₁₆ 45	.0030 .0020 .0030	5/16 11/32 11/32	.007H .007H .008H	.007H .007H .008H	.007 .012 .012	TDC 5°B TDC	50°A 40°A 50°A	48°B 50°B 48°B	2°A 5°A 2°A
Six Fly. Cd1933-34 8 Royale1933-34	1 ¹³ / ₁₆ 45 1 ¹³ / ₁₆ 45	.0020	1 ¹³ / ₁₆ 45 1 ¹¹ / ₁₆ 45	.0020	5/16 11/32	.008H .008H	.008H .008H	.012	TDC TDC	50°A 50°A	48°B 48°B	2°A 2°A
6 Fly. Cd. 6A	1 ¹³ / ₁₆ 45 1 ¹³ / ₁₆ 45 1 ¹³ / ₁₆ 45	.0017 .0020 .0020	113/16 45 113/16 45 113/16 45	.0017 .0020 .0020	5/16 5/16 5/16	.007H .007H .007H	.008H .008H .H800	.012 .012 .012	TDC TDC 5°B	50°A 50°A 45°A	48°B 48°B 35°B	2°A 2°A 5°A
ROCKNE												
6-65	115 ₃₂ 45 15 ₈ 45 115 ₃₂ 45	.0010 .0010 .0010	1% ₂ 45 1½ 45 1% ₂ 45	.0010 .0010 .0010	5/16 5/16 5/16	.004H .004H .004H	.006H .006H .006H	.010 .010 .010	5°B 5°A 5°B	40°A 53°A 40°A	40°B 38°B 40°B	5°A 10°A 5°A
STUDEBAKER												
6-55, 56. 1932 Dict. 8-62. 1932 Comm. 8-71. 1932 Pres. 8-91. 1932 Comm. 8-73. 1933 Pres. 8-82. 1933 Pres. 8-82. 1933 Dict. 6. 1934 Comm. 8-B. 1934 Dict. 6. 1935 Comm. 8-IB. 1935 Comm. 8-IB. 1935 Comm. 8-IB. 1935 Pres. 8-IC. 1935 Dict. 6. 1936 Pres. 8. 1936 Dictator 6. 1937 President 8. 1937	19/8 45 45 118/2 45 1	.0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010	11/2 45 45 45 45 11/2 45 45 45 11/2 45 45 45 11/2 45 45 45 11/2 45 45 45 45 45 45 45 45 45 45 45 45 45 4	.0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010	5/6 11/22 11/22 11/22 11/22 11/22 11/22 11/22 11/22 11/22 11/22 11/22 11/22 11/22	.004H .004H .004H .004H .004H .004H .004H .004H .004H .004H .004H .016C .016C .016C .016C	.006H .006H .006H .006H .006H .006H .006H .006H .006H .006H .006C .016C .016C .016C .016C	.010 .010 .010 .010 .010 .010 .010 .010	5°A TDC 15°B 5°A 15°B 15°B 15°B 15°B 15°B 15°B 15°B 15°B	53° A 40° A 43° A 43° A 43° A 43° A 43° A 43° A 43° A 49° A 49° A 49° A 49° A	38°B 48°B 48°B 48°B 48°B 48°B 48°B 48°B 4	10°A 11°A 10°A 10°A 10°A 10°A 10°A 10°A

For key to abbreviations see page 84

								1 Samuel Land	Carl under Port					
Make and Model Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance— Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing— Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing— Exhaust Opens	Valve Timing— Exhaust Closes
TERRAPLANE														
Six 1934 Six 1935 Six 1936 Six 1937 Six 1937 Special 80 1938 Super 82 1938	13/8 13/8 13/8 13/8 13/8 13/8	45 45 45 45 45 45	.0015 .0015 .0015 .0020 .0020 .0020	13/8 13/8 13/8 13/8 13/8	45 45 45 45 45 45	.0030 .0040 .0030 .0020 .0020	11/ ₈₂ 11/ ₈₂ 11/ ₈₂ 11/ ₈₂ 11/ ₈₂ 11/ ₈₂ 11/ ₃₂	.006H .006H .006H .006H .006H	.008H .008H .008H .008H .008H	.010 .010 .010 .010 .010 .010	10°B 102%°E 102%°B 103°B 103°B	60°A 8 60°A 8 60°A 60°A 60°A	59°B 50°B 50°B 50°B 55°B 55°B	18°A 182%°A 182%°A 182°A 182°A 182°A
Six 6-90 1932 Eight 8-88 1932 Four 77 1933 Four 77 1934–36 37 1937 4-38 1938	5/8 17/32 17/32 17/32 17/32 17/32 17/32	45 45 45 45 45 45	.0030 .0030 .0030 .0020 .0020	$ \begin{array}{c c} 115 & 32 \\ 115 & 32 \\ 115 & 32 \\ 115 & 32 \\ 115 & 32 \\ 115 & 32 \\ 115 & 32 \end{array} $	45 45 45 45 45 45	.0040 .0040 .0040 .0030 .0030	5/16 21/64 21/64 21/64 21/64 5/16 21/64	.004H .006H .004H .004H .004H	.006H .008H .006H .006H .006H	d .010 .010 .010 .010	7°B TDC TDC TDC TDC TDC	39°A 30°A 45°A 45°A 45°A 45°A	49°B 34°B 40°B 40°B 40°B	2°B 4°A 5°A 5°A 5°A
WILLYS KNIGHT														
Six 95			/alve /alve	Ξ	_		=			Ξ	10°B 10°B	35°A 36°A	45°B 45°B	TDC TDC

a-Intake .004", exhaust .006". (a)-8°B after engine change. aa-Intake .319", exhaust .326". b-Intake .006", exhaust .010". (b)-42°A after engine change. bb-Intake 5/6", exhaust 21/64". c-Intake .011", exhaust .012". (c)-48°B after engine change. cc-Intake .312", exhaust .317". d-Intake .008", exhaust .009". (d)-2°A after engine change. dd-Intake .320", exhaust .315". e-Intake .012", exhaust .018". f-Intake .006", exhaust .013". g-Intake .010", exhaust .020". h-Intake .014", exhaust .017". hh-Intake; .014" on opening side, .018" on closing side; exhaust; .017" on opening side, .021" on closing side. hu-Intake .010", exhaust .017". k-Intake .017", exhaust .020". m-Intake .291", exhaust .289".

n-Intake .306", exhaust .303". p-Intake .309", exhaust .319". pp-Intake .305", exhaust .3195". r-Intake .305", exhaust .319". s-Intake .008", exhaust .011". t-Intake .348", exhaust .342". u-Intake .312", exhaust .327". uu-Intake .347", exhaust .348". v-Intake .335", exhaust .345". vv-Intake .290", exhaust .302" w-Intake .316", exhaust .309". x-Intake .011", exhaust .014". y-Intake .008", exhaust .015". z-Intake .3175", exhaust .318". *-121/32 after engine change. †-11/32 after engine change. ‡-11/32 after engine change. Ø-.0010 after engine change. **-Intake clearance .008H after engine

change; exhaust clearance. .010H

after engine change.

WRIST PINS - CONNECTING RODS AND BEARINGS

(Continued from page 16)

					-	DOMESTIC STREET		CONTRACTOR DESCRIPTION OF THE PERSON OF THE	Management of the Persons of	-		and the second
Make and Model	Wrist Pins—Length	Wrist Pins—Diameter Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
OLDSMOBILE—Cont	inued					i i					11/2	
Eight L-34 1934 Six F-35 1935 Eight L-35 1935 Six F-36 1936 Eight L-36 1936 Six 1937 Six 1938 Eight 1938	2 ¹¹ / ₁₆ 31/ ₃₂ 2 ¹¹ / ₁₆ 31/ ₃₂ 2 ¹¹ / ₁₆ 35/ ₃₂ 35/ ₃₂ 2 ³¹ / ₃₂	55,64 P 55,64 P 55,64 P 55,64 P 55,64 P 55,64 P	.0003 .0003 .0003 .0001 .0001 .0003 .0003	DB DB DB DB DB DB DB	$\begin{array}{c} 9\\ 7^{13}_{16}\\ 9\\ 7^{13}_{16}\\ 9\\ 7^{13}_{16}\\ 7^{13}_{16}\\ 7^{13}_{16} \end{array}$	SB SB SB SB SB SB SB SB	2 ¹ / ₄ x ³ / ₈ 2x ³ / ₈ 2 ¹ / ₄ x ³ / ₈ 2 ¹ / ₄ x ³ / ₈ 2 ¹ / ₈ x ³ / ₈ 2 ¹ / ₈ x ³ / ₈ 2 ¹ / ₈ x ³ / ₈	.0015 .0010 .0010 .0010 .0010 .0010 .0010	.006 .060 .006 .006 .006 .006 .0055	No No No No No No No	Sep Sep Sep Sep Sep Sep Sep Sep	B A B A A A
PACKARD												
8 Std. 901-902 1932 8 Del. 903-904 932 8 1001-1002 1933 8 Super 1003-1004 1933 8 1100-1-2 1934 8 Super 1103-45 1934 8 Super 1103-45 1934 8 120 1935 8 1200-1-2 1935 8 1200-1-2 1935 8 1200-1-2 1935 8 1200-1-2 1935 8 1200-1-2 1935 8 1200-1-2 1935 8 120-1-2 1935 8 120-1-2 1935 8 120-1-2 1935 8 120-1-2 1935 8 120-1-2 1935 8 120-1-2 1936 8 1400-1-2 1936 8 1400-1-2 1936 8 Super 1403-4-5 1936 12 1407-1408 1936 Six 1938 12 120-C 1937 Twelve 1937 Six 1938 Super 8 1938 Super 8 1938 Super 8 1938	247.64 33.64 247.64 263.64 247.64 251.64 251.64 251.64 263.64 263.64 263.64 263.64 263.64 263.64 263.64 263.64 263.64 263.64 263.64 263.64	25222222222222222222222222222222222222	0015 0015 PF PF PF PF PF 0003 PF PF PF PF PF FP FP FP* FP*	Reee ee	1076 1078 1078 1078 918 1076 1076 1076 1078 9 71,6 1078 9 71,6 1078 9 71,6 1078 9 71,6 1078 9	Ba B	23/mx 13/m 22/mx 11/4 22/mx 11/4 22/mx 11/4 22/mx 13/m 22/mx 13/m 22/mx 13/m 22/mx 13/m 22/mx 13/m 23/mx 13/mx 23/mx 13/m 23/mx 13/mx 23/mx 23	.0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015 .0015	.003 .003 .003 .003 .003 .003 .003 .004 .003 .003	No N	Pour Pour Pour Pour Pour Pour Pour Pour	A A A B B B B B B B B B B B
PLYMOUTH												
PB 1932 Six PC 1933 Six PD 1933 Six Std. PF 1934 Six Del. PE 1934 Six Del. PI 1935 Six Std. PJ 1935 Six Std. PJ 1935 Six Std. PJ 1935 Six Del. PJ 1935 Six Del. PJ 1936 Six Del. P2 1936 Six Del. P2 1936 Six P-5 1938 De Luxe 6 P-6 1938	3 25/8 25/8 27/8 27/8 27/8 27/8 27/8 25/8 25/8 25/8 25/8 25/8	7/4 55/64 55/64 55/64 55/64 55/64 55/64 55/64 55/64 55/64 55/64 55/64 55/64	.0003 PF PF PF PF PF PF PF PF PF PF		89/6 81/6 718/6 718/6 718/6 718/6 718/6 718/6 718/6 718/6 718/6	Ba SB SB SB SB SB SB CL CL SB SB SB	2x13/8 15/6x 15/6x	.0008 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0010 .0005	.003 .003 .003 .003 .003 .003 .003 .006	No No No No No No No No No No No No No N	Pour Sep Sep Sep Sep Sep Sep Sep Sep Sep Sep	A A A A A A A A A A A

For key to abbreviations see page 87

WRIST PINS - CONNECTING RODS AND BEARINGS

		-	-	-	-		-	-	-	-	-		
Make and Model	Wrist Pins—Length	Wrist Pins-Diameter	Wrist Pins-Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
PONTIAC													
Six M-402 1932 Eight M-601 1933 Eight 603 1934 Six. 1935 Eight 1935 Six Std. 1936 Six Del. 1936 Eight 1936 Six 224 1937 Six 224 1937 Six 25-00 1938 Six 25-00 1938	3 278 278 316 278 316 278 316 278 3582 3582 3.135	15/16 15/16 15/16 15/16 15/16 15/16 15/16 865	PPPPPPRRRR	.0015 .0003 .0003 .0003 .0003 .0003 .0003 SF SF SF	DB	75/16 711/16 711/16 711/16 711/16 711/16 711/16 613/16 613/16 613/16	Ba Ba SB SS SS SS SS Ba Ba	2x15/6 2x19/6 2x15/6 2x15/6 2x15/6 2x17/6 2x17/6 2x17/6 25/6x11/2 25/6x11/2 2.311x11/2	.0012 .0015 .0005 .0005 .0005 .0005 .0005 .0010	.005 .005 .005 .005 .005 .005 .005 .005		Spun Spun Spun Sep Sep Sep Sep Sep Sep Spun Spun Spun	A A A A A A A A
REO													
6-31 Fly. Cld. 1932 8-21 Fly. Cld. 1932 8-25 Fly. Cld. 1932 8-31 Royale. 1932 8-35 Royale. 1932	27/8 21/2 21/2 27/8 27/8	63 64 55 64 55 64 63 64	F F F F F	.0004 .0003 .0003 .0004 .0004	DB DB DB DB DB	10 ¹ / ₂ 9 ³ / ₄ 9 ³ / ₄ 10 ¹ / ₂ 10 ¹ / ₂	Ba Ba Ba Ba	2½6x 1½ 2¾8x 1½ 2¾8x 1½ 2¾8x 1½ 2¾6x 1½ 2¾6x 1½	.0015 .0005 .0005 .0015	.005 .004 .004 .003 .003	No No No No	Pour Spun Spun Pour Pour	B B B E E
Six Fly. Cld. 3S. 1933 Eight Royale. 1933 Six Fly. Cld. 54. 1934 Eight Royale N2 1934 Six Fly. Cld. 6A 1935 Six Royale 7S. 1935 Six Fly. Cld. 1936	229/32 229/32 229/32 229/32 229/32 229/32 229/32 229/32	63/64	F F F F F F F	.0003 .0003 .0003 .0003 .0003 .0003	DB DB DB DB DB DB	10 ¹ / ₂ 10 ¹ / ₂	Ba Ba Ba SB Ba SB	$\begin{array}{c} 2\frac{1}{16}x\frac{1}{2} \\ 2\frac{3}{16}x\frac{1}{2} \\ 2\frac{1}{16}x\frac{1}{2} \\ 2\frac{3}{16}x\frac{1}{2} \\ 2\frac{3}{16}x\frac{1}{2} \\ 2\frac{3}{16}x\frac{1}{2} \\ 2\frac{3}{16}x\frac{1}{2} \end{array}$.0015 .0015 .0015 .0015 .0015 .0015	.003 .003 .003 .003 .008 .003	No No No Sol No Sol	Pour Pour Pour Pour Sep Spun Sep	вевееее
ROCKNE													
6-65	$\begin{array}{c} 2^{11}_{16} \\ 2^{7}_{8} \\ 2^{11}_{16} \end{array}$	13/16 7/8 13/16	R R R	.0002 .0001 .0002	Re DB Re	81/4 101/4 81/4	SB Ba Ba	115/6x 11/4 21/8 x 11/2 115/6x 11/4	.0010 .0008 .0005	.005 .005 .005	No No No	Sep Spun Spun	A A A
STUDEBAKER													
Six 6-55. 1932 Dict. 8-62. 1932 Comm. 8-71. 1932 Pres. 8-91. 1932 Six 6-56. 1933 Comm. 8-73. 1933 Pres. 8-82. 1933 Pres. 8-89. 1933 Dict. 6-A. 1934 Comm. 8-B. 1934 Pres. 8-C. 1934 Dict. 6-IA. 1935 Comm. 8-IB. 1935 Pres. 8-C. 1934 Dict. 6-3A. 1936 Pres. 8-2C. 1936 Dict. 6-3A. 1936 Pres. 8-2C. 1936 Pres. 8-1C. 1937 President 8. 1937 President 8. 1937 President 8. 1937 President 8. 1938 Commander 6 (8A). 1938 President 8 (4C). 1938	27/8/8/8/15/55/54/16/8/8/8/8/16/8/8/8/8/8/8/8/8/8/8/8/8/8	777568886888888888888888888888888888888	RRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR	.0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001 .0001	DB DBB Re	10 81/4 97/22 81/8 87/24 81/4 8 81/8 81/8 81/8 81/8 81/8	Ba Ba Ba Ba Ba CL Ba CL Ba CL Ba Ba	246x11/2 175x13/6 175x13/6 22/4x11/4 22/5x13/6 175x13/6 175x13/6 175x13/6 175x13/6 22/6x13/6 135x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6 22/5x13/6	.0008 .0008 .0008 .0008 .0005 .0005 .0005 .0005 .0010 .0005 .0010 .0005 .0010 .0005 .0010 .0005 .0010 .0005 .0005	.005 .005 .003 .005 .005 .005 .005 .005	No o o o o o o o o o o o o o o o o o o	Spun Spun Spun Spun Spun Spun Spun Spun	B

For key to abbreviations see page 87

WRIST PINS - CONNECTING RODS AND BEARINGS

Po

Make and Model	Wrist Pins—Length	Wrist Pins-Diameter	Wrist Pins-Locking Metho	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings— Diameter and Length	Conn. Rod Bearings— Clearance	Conn. Rod Bearings— End Play	Shim Type	Bearing Type	Pistons and Rods removed fro n above or below
TERRAPLANE													
Six1934	27/16	3/4	F	.0003	DB	83/6	Ba	115/6x13/8	.0010	.006	Lam	Spun	A
Six1935	27/16	3/4	F	.0003	DB	83/16	Ba	115/16x 13/8	.0010	.006	Lam	Spun	A
Six1936	27/16	3/4	F	.0003	DB	83/16	Ba	115/16x 13/8	.0010	.006	Lam	Spun	A
Six1937	27/16	3/4	F	.0003	DB	88/16	Ba	115/16x 13/8	.0010	.006	Lam	Spun	A
Special 801938	27/16	3/4	F	.0003	DB	83/16	Ba	115/16x 13/8	.0010	.006	Lam	Spun	A
Super 821938	27/16	3/4	F	.0003	DB	83/16	Ba	115/16 x 13/8	.0010	.006	Lam	Spun	A
WILLYS													
Six 6-901932	27/8	51/64	F	.0003	DB	81/4	Ba	2x15/16	.0010	.004	No	Spun	Α
Eight 8-881932	215/16	51 64	P	.0003	Re	87/16	Ba	21/16x 15/16	.0010	.004	No	Spun	Α
Four 771933-4	223/32	7/8	F	.0004	DB	98/16	Ba	215/16x 15/16	.0010	.004	No	Spun	A
Four 771936	223/82	7/8	F	.0002	DB	93/16	Ba	215/16x 15/16	.0010	.005	No	Spun	A
371937	211/16	15/16	F	.0005	DB	98/16	Ba	115/16x 15/16	.0010	. 004	No	Spun	A
Four 381938	2.682	15/16	F	.0002	DB	93/16	Ba	115/16x 15/16	.0010	.004	No	Spun	A
WILLYS KNIGHT													
Six 70B1930-2	23/5	51/64	P	. 0005	DB	10	Ba	2x15/16	.0010	.004	No	Spun	В
Six 66B, 66D1930-2		7/8	P	.0005	DB	11	Ba	21/8×11/2	.0010	.004	No	Spun	В
Six 951931-2		51/64	F	. 0003	DB	10	Ba	2x15/16	.0010	. 004	No	Spun	В

ABBREVIATIONS

A-From above	B—From below	Ba-Babbitt	Br—Broach	Brs-Brass
CL-Copper-lead	DB-Diamond bore	E-From	either above or below	F-Float
FP-Finger push	GB-Cleveland Graphite	Bronze I	Lam-Laminated	PF-Press fit
P—Locked in Piston	Pour-Poured	R—	Locked in rod	Re-Reamed
SA-Special Bearing Alloy	SB—Stub-bac	ked babbitt	Sep-Separate	SF—Slip fit
	Sol—Solid S	SS-Steel-backed c	admium silver	
†-27/8 after bore and stroke char	t—81/4 after b	oore and stroke cha	nge Ø—83/32 afte	r bore and stroke chan
	* The state of the			

§-21/8 x 17/32 after bore and stroke change

*-at 1600.

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Make and Model	Caster—Degrees	Camber—Degrees	Toe-in-Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear	Make and Model	Caster—Degrees	Camber—Degrees	Toe-in-Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
AUBURN								CHEVROLET—Co	ontir	nued					
8-100	11/4 2 1 1 11/2 31/2 31/2 31/2 2 2	2 2 2 2 2 11/2 11/2 11/2 11/2	1/8 1/16 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	16x7.00 16x7.00 17x5.50 17x6.00 17x6.50 17x6.50 b c 17x6.00 16x6.00 16x6.50	35 38 35 38 38 35 28 38 30 30 32	35 38 35 35 38 38 38 39 28 30 30	Six Master	0 13/4 0 13/4 0 31/3 0 21/4	1 11/4 1 11/4 1/4 1/2 1/4	1 16 5 64 1 16 5 64 1 16 5 64 1 16 5 64 1 16	7 73/4 73/4 71/6 73/4 71/8 73/4 71/6 73/4	17x5.50 17x5.25 17x5.50 17x5.50 16x6.00 16x6.00 16x6.00 16x6.00	28 32 28 28 28 26 26 26 26	28 32 28 28 28 28 28 28 28
8-51, 52 S.C1935-6	2	11/2	1/8	71/2	16x7.00	32	32	CHRYSLER							
CADILLAC V- 8 355B	1 11/2 11/2 11/2 11/2 3/4 3/4 11/2 1/4 0 0	11/2 11/2 11/2 11/2 11/2 1 11/2 1 1 1 1	18668888888888888888888888888888888888	73/4 73/4 73/4 73/4 4 4 4 51/2 55/2 4 55/2 55/2 55/2 55/2 55/2 55/2	17x7 00 17x7 50 18x7 50 17x7 50 17x7 50 17x7 50 17x7 50 17x7 50 17x7 50 17x7 50 16x7 50	28 32 32 36 26 28	28	Six C1 932 Eight CP 1932 Six CO 1933 Eight CT 1933 Eight CT 1933 Eight CQ 1933 Six CA 1934 Six CA 1934 Six CA 1934 Eight CU 1934 Eight CU 1934 Six C6 1935 S C1 Airflow 1935 S C2 Airflow 1935 S C2 Airflow 1935 S C3 Airflow 1936 Six C7 1936 Eight C8 1936 S C9 Airflow 1936 Six C-16 1937 Cus. Imp. C-15 1937 Cus. Imp. C-15 1937 Cus. Imp. C-15 1937 Six C-18 1938 Cus. Imp. C-20 1938 Cus. Imp. C-20 1938	1 11/2 2 2 2 11/2 2 2 11/2 2 2 11/2 2 2 11/2 2 2 11/2 2 2 11/2 2 11/2 1 1/2 1 1/2 1/2	1-1/2/2/2/2/2/2/2/2/2/2/2/2/4/4/4/2/2/4	18 18 18 18 18 18 18 18 18 18 18 18 18 1	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	18x5, 50 17x6, 50 17x7, 00 17x7, 00 17x5, 50 17x6, 50 16x6, 50 16x6, 50 16x6, 50 16x7, 50	40 40 40 35 35 40 28 28 28 28 28 28 28 28 28 28 28 28 28	28 28 28 28 28 28 28 28 28 28
V- 8 38-75. 1938 V-16 38-90. 1938 CHEVROLET Six Confed. 1932 Six Stand. 1933 Six Stand. 1933	13/4		0 0 5/64 5/64 5/64	7 ¹ / ₁₆ 7 ¹ / ₁₆ 7 ¹ / ₁₆ 7 ¹ / ₁₆	18x5.25 17x7.50	32	32 32	DE SOTO Six SC	1 2 2 11/2 2 11/2 2 1/2 1/2	1 1/4 1/2 1/2 1/2 1/4 1/2 1/4 1/4	1/16 1/16 1/16 1/16 1/16 1/16 0 0 1/16 0	7 7 9 10 4 10 9 ¹ / ₂ 4 ³ / ₄ 4 ³ / ₄	18x5.25 17x5.50 16x6.50 16x6.25 16x6.50 16x6.25 16x6.50	28	35 3 28 3 28 3 28 3 28 3 28



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"NON SKID—The new Goodrich Silvertown with the Life Saver Tread gave greater skid resistance than any other tire tested, including those tires listed up to 40% higher in price. "MILEAGE—The Good-

"MILEAGE — The Goodrich Silvertown gave more non skid mileage than any of the other tires tested in

its own price range—averaged 19.1% more miles before the tires wore smooth.



Pittsburgh Testing Laboratory

The Goodrich SAFETY Silvertown

SKID PROTECTION OF LIFE-SAVER TREAD ◆: ◆ GOLDEN PLY BLOW-OUT PROTECTION

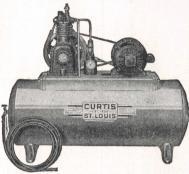
	Make and Model	Caster—Degrees	Camber—Degrees	Toe-in-Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear	Make and Model Year Caster—Degrees Camber—Degrees Toe-in—Inches King Pin Inclination Tire Size Pressure—Front	Pressure—Rear
DODO	GE								GRAHAM—Continued	
Six DL Eight I Six DF Eight I Six DE Six Std Six DE Six DS Six DA Six DA Six DA Std. Si De L Big Sib Std. Si De L	1932 1932 1932 1933 1930 1933 1934 1934 1934 1934 1935 1936 1937 1937 1937 1937 1937 1937 1938	1 1 2 2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	11/4 2 1/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2	166 166 166 166 166 166 166 166 166 166	7 7 7 7 10 10 91/2 91/2 91/2 91/2 41/2 41/2 41/2 41/2	18x5.00 18x6.00 17x5.25 17x6.02 16x6.25 16x6.00 17x5.25 16x6.00 17x5.25 16x6.00 17x5.50 16x6.00 16x5.50 16x6.00 16x6.00 16x6.00 16x6.00 16x6.00 16x6.00	40 40 28 28 32 32 28 32 32 32 32 32 32 32 32 32 32 32 32 32	35 35 28 28 32 28 32 28 32 28 32 28 32 28 32 28 32 28 32 28 32 28 28 32 28 28 28 32 28 28 32 28 28 32 28 32 28 32 28 32 28 32 32 32 32 32 32 32 32 32 32 32 32 32	Six Std	35 35 32 28 28 32 32 33 32 33 28 28 28 28 28 28
ESSE	x								HUDSON	
Terrap		1 3 3	1 2 2	1/8 1/8 1/8	7 7 7	18x5.25 17x5.25 16x6.00	32 28 26	32 28 26	Eight	32 32 32 32 32 28 26
Model Model V-8 V-8 V-8 V-8 "6 V-8 "5 V-8 60	A 1930-2 B 1933 1932-3 1934 1935 1936 0" 1937 5" 1937 1938	9	2 2 2 2 2 2 2 3/4 3/4 3/4	1 32 1 32 1 16 1 16 1 16 1 16 1 16	7 7 7 7 7 7 7 8 ¹ / ₄ 8 8	19x4.75 17x5.50 17x5.50 17x5.50 16x6.00 16x6.00 16x5.50 16x6.00 16x5.50	35 32 32 32 30 30 30 30 30 30	35 32 32 32 30 30 30 30 30	Big Six 1935 4 1½ ½ 7 16x6 00 22 Eight 1935 4 1½ ½ 7 16x6 50 22 Eight Cust 1935 4 1½ ½ 7 16x6 50 22 Six 1936 2 1 ½ 7 16x6 00 22 Eight 66-65 1936 2 1 ½ 7 16x6 25 24 Eight 66-67 1936 2 1 ½ 7 16x6 25 24 Six 1937 1 0 7 16x6 00 24 Eight 1938 1 0 7 16x6 02 24 Eight 0 38 1 0 7 16x6 00 24	28 28 26 30 30 30 32 32 32 32 32
FRO	NTENAC								HUPMOBILE	
6-85		1	2 1 2	1/8 1/8 1/6 3/32	6 6 7	19x5.50 17x5.50 17x5.50	35 35 25	35 35 25	Six 214 1932 11/4 3/4 16 7 19x5 50 32 Six 216 1932 11/4 3/4 16 7 18x5 50 32 Eight 218 1932 11/4 3/4 16 7 19x5 50 32 Eight 221 1932 2 3/4 1/6 7/4 19x6 00 32 Eight 222 1932 11/2 1 1/6 7 17x6 50 32 Eight 226 1932 11/2 1 1/6 7/4 19x6 50 32 Eight 237 1932 2 3/4 5/6 7/4 19x6 50 32	32 32 32 32 32 32 32 32
	НАМ								Fight 226 1932 11/2 1 1/6 71/4 17x6 50 32	32
Siz Eight.	1932 1932	11/2	11/2	1/8 1/8	7	17x5.50 17x6.00	40 40		Eight 237. 1932 2 3/4 1/6 71/4 19x6.50 32 Six 321	32 32

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Make and Model Year	Caster—Degrees	Toe-in—Inches King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear	Make and Model Year Caster—Degrees Camber—Degrees Toe-in—Inchess King Pin Inclination Tire Size Pressure—Front Pressure—Rear
						McLAUGHLIN-BUICK—Continued
HUPMOBILE—Co Eight 322. 1933 Eight 326. 1933 Six 417. 1934 Six 421-421A. 1934 Six 421]. 1934 Eight 422. 1934 Eight 426. 1934 Eight 427. 1934 Six 517. 1935	ntinue 11/2 11/4	1 16 8 8 1 16 8 1 16 16 8 1 16 16 16 16 16 16 16 16 16 16 16 16 1	1/2 17x6.00 1/2 17x6.50 1/2 16x6.00 1/2 17x6.00 1/2 17x6.00 1/2 17x6.00 1/2 17x6.00 1/2 16x7.00 1/2 16x6.00	32 32 32 32 32 32 32 32 32 32 28 24	32 32 28 32 25 32 32 28 28	44 Special
	11/2 11/4 11/2 11/4 11/2 1 11/2 1 11/2 1 11/2 1 11/2 1	16 8 16 8 16 7 16 8 16 7 16 8 16 7 16 8 16 8	/2 16x7.00 /2 16x6.00 /2 16x6.50 /2 16x6.50 /2 16x7.00 /2 16x6.50 /2 16x6.50 /2 16x6.50	28 22 24 26 26 26	28 28 26 28 26 26 26 26	8-70, 9-70 1931-2 2 1½ ½ 7 19x5.25 30 30 30 Six 960 1932 2½ 1½ ½ 7 19x5.50 30 30 30 Six Big 1060 1932 2½ 1½ ½ 7 18x5.25 30 30 30 Six Big 1060 1932 2½ 1½ ½ 7 18x5.25 30 30 30 Eight 980 1932 2 1½ ½ 7 18x5.50 30 30 Sight 990 1932 0 1½ ½ 7 18x6.00 30 35 Sight 990 1932 0 1½ ½ 6 19x6.50 30 35 8 Spec. 1080 1932 0 1½ ½ 7 17x6.50 30 30 8 Adv. 1090 1932 0 1½ ½ 6 18x7.00 30 30 3
Six	21/2 11/2 21/2 11/3	1/8	17x5.50 16x6.0	35	35 30	Eight 990. 1932 0 11/2 1/8 6 19x6.50 30 35 8 Spec. 1080. 1932 0 11/2 1/8 7 17x6.50 30 30 30 8 Adv. 1090. 1932 0 11/2 1/8 6 18x7.00 30 30 5 Six Big 1120. 1933 21/2 11/2 1/8 7 17x5.50 35 35 8 Std. 1130. 1933 21/2 11/2 1/8 7 17x5.50 35 35 8 Adv. 1180. 1933 11/2 11/2 1/8 7 18x5.50 35 35 8 Adv. 1180. 1933 11/2 11/2 1/8 7 18x5.50 35 35 8 Amb. 1190. 1933 0 11/2 1/8 6 18x7.00 35 35 Six Big 1220. 1934 11/2 11/2 1/8 7 17x5.50 35 35 35 Six Big 1220. 1934 11/2 11/2 1/8 7 17x5.50 35 35
LA SALLE	2/2 1/2	78	loxo. U))0	50	8 Spec. 1170
	21/2 11/2 2 1 2 1 2 1 1/4 1/4	1/6 4	3/4 17x7.00 5/6 16x7.00 16x7.00 16x7.00 16x7.00	28 26 26 26 26	40 28 26 26 26 26 26	8 Adv. 1280. 1934 11/2 11/2 3/6 7 16x6.50 35 35 35 Six Adv. 3520. 1935 21/2 11/2 3/6 7 16x6.50 35 35 Six Adv. 3520. 1935 21/2 11/2 3/6 7 16x6.25 30 30 8 Adv. Amb. 1935 21/2 11/2 3/6 7 16x6.50 28 28 Six 400. 1936 21/2 11/2 3/6 7 16x6.03 30 30 Six Amb. 1936 21/2 11/2 3/6 7 16x6.03 30 30 Six Amb. 1936 21/2 11/2 3/6 7 16x6.05 28 28 8 Super Amb. 1936 21/2 11/2 3/6 71/2 16x6.25 28 28 Lafavette 400 1937 21/2 11/2 3/6 71/2 16x6.25 28 28
McLAUGHLIN-BU	JICK					Ambassador 6
Eight 50. 1932 Eight 60. 1932 Eight 80. 1932 Eight 50. 1933 Eight 60. 1933	11/2 1 11/2 1 11/2 1 11/2 11/ 11/2 11/ 11/2 11/ 23/4 11/ 13/4 11/	1/8 8	18x5.50 18x6.00 18x7.00 17x6.00 17x6.50 17x7.00	35 35 35 35 35	35 35 35 35 35 35	Lafayette
Eight 80. 1933 Eight 40. 1934 Eight 50. 1934 Eight 60. 1934 Eight 90. 1934 Eight 44. 1935 Eight 44. 1935 Eight 46. 1935 Eight 49. 1935 Eight 44. 1936 Eight 44. 1936 Eight 44. 1936 Eight 48. 1936 Eight 48. 1936 Eight 49. 1936	11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2	9888888-5555-5534-44444444444444444444444	1/x7.00 16x6.25 16x7.00 16x7.50 16x7.50 16x7.50 16x7.50 16x7.50 16x7.50 16x7.50 16x7.50 16x7.50	26 26 24 28 26 26 24 28 26 26 26 26 26 26 26 28	26 26 24 28 26 26 24 28 26 26 22 28 26 28 28	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

Make and Model	Cacter—Degrees	See	Toe-in-Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear	Make and Model Year Caster—Degrees Camber—Degrees Toe-in—inches King Pin Inclination Tire Size Pressure—Front	Pressure—Rear
PACKARD 8 Std. 901-902. 193 8 Del. 903-904. 193 Eight 193 Super Eight. 193 Twelve. 193 Eight. 193	32 1 33 31/ ₄ 33 31/ ₄ 33 11/ ₂ 34 1	11/2 11/2 11/2 11/2 11/2	1/8 1/8 1/16 1/16 1/16	81/2 81/2 81/2 81/2 81/2 9	19x6.50 19x7.00 17x7.00 17x7.00 17x7.50 17x7.00	40 40 35 35 35 40	40 40 40 40 40	Super 8	28 32 23 23 27 27
Super Eight 193 Twelve 193 8-120 1935- Eight 1935- Super Eight 1935- Twelve 1935- Six 193 Eight 120-C 193	34 11/ ₂ -6 2 -6 1 -6 1 -6 1 37 21/ ₂	1 1 1 1 1 1 1 1	8 1 16 1 16 1 16 1 16 1 16 1 16 1 16 1 1	9 9 11/2 9 9 11/2 11/2	17x7.00 17x7.50 16x7.00 17x7.00 17x7.00 17x7.50 16x6.50 16x7.00	40 24 35 35 35 22 23	40 40 24 35 35 35 24 25	PB	35 32 32 28 32 28 32

For key to abbreviations see page 95

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Make and Model	Caster-Degrees	Camber—Degrees	Toe-in-Inches	King Pin Inclination	Tire Size	Pressure-Front	Pressure—Rear	Make and Model Year Caster—Degrees Camber—Degrees Toe-in—Inches King Pin Inclination Tire Size	Pressure—Front	Pressure—Rear
PLYMOUTH—Cor	ntinu	ued						STUDEBAKER		
Six P2 1936 Six P-3 1937 DeL. 6 P-4 1937 Six P-5 1938 De L. 6 P-6 1938	2 2 2 4 2	1/2 1/2 1/2 1/2 1/2	0 1/16 1/16 1/16 1/16	91/2 41/2 41/2 41/2 41/2	16x6.00 16x5.50 16x6.00 16x5.50 16x6.00	28 32 28 42 28	28 32 28 32 28	Dict. 8-62 1932 1 1 1 8 18x5.50 Comm. 8-71 1932 1 1 1 8 18x6.00 Pres. 8-91 1932 1 1 1 8 18x6.50 Six 6-56 1933 1/2 1 1 8 18x5.50	35 35 40 40 35 35 35 40	35 40 40 35 35 40
PONTIAC								Dict. 6-A, AS. 1934	35 35 35	35 35 35
Six M-402 1932 Eight M-601 1933 Eight M-603 1934 Six Std. 1935 Six Del 1935 Six Std. 1935 Six Std. 1936 Six Del 1936 Six Del 1936 Six Del 1936 Six 1947 Six 1947 Six 1947 Six 244" 1937 Six 25-00 1938 Six 25-00 1938	11/2 11/4 0 11/4 0 0 11/4 0 0 0 0 3/4 21/4	11/2 11/2 1 11/2 0 0	1/8 3/32 5/64 1/8 1/16 1/16 1/16 0 0 5/64	91/2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 8 ³ / ₄ 8 ³ / ₄ 5	18x5.25 17x5.50 17x6.00 16x6.00 16x6.00 16x6.50 16x6.00 16x6.00 16x6.00 16x6.00 16x6.00	35 30 28 25 25 25 25 25 25 28 28 26	35 30 28 30 30 30 30 30 25 28 28 28	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	30 30 30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30 30
								TERRAPLANE Six Std. 1934 2½ 1¾ ½ 7 17x5.50 Six DeL. 1934 2½ 1¾ ½ 7 16x6.00 Six 1935 3¾ 1½ ½ 7 16x6.00	28 22	30
REO 8 Fly, Cd1931–2 Eight Royale1932 Six 3S1933	31/2 31/2 31/2 31/2	11/2 11/2 11/2	1/8 1/8 1/8 1/8 1/8 1/8 1/8	8 8 8 8 8 8	17x6.00 18x6.50 17x6.00	35 37 35	35 35 35	Six	22 24 24 24 24 24	28 30 32 32 32
Six 3S	31/2 4 31/2	11/2	1/8	8	18x6.50 16x6.50	35 28 35	35 28 35	WILLYS		
o Royale INZ 1934 Six Fly. Cd. 6A 1935 Six Royale 7S 1935 Six Fly. Cd. 1936	11/2 4 11/2	11/2 11/2 11/2 11/2 11/2 11/2 11/2 11/2	1/8 1/8 1/8 1/8	8 8 8	18x6.50 16x6.25 16x6.50 16x6.25	28 22 28	28 28 28 28	Eight 8-88 1932 1 2 $\frac{1}{3}$ 7½ 18x5 50 Four 77 1933 1 2 $\frac{3}{32}$ 7½ 17x5 00 Four 77 1936 1 2 $\frac{3}{32}$ 7½ 17x5 00 Four 77 1936 1 2 $\frac{3}{32}$ 7½ 17x5 00 37 1937 3 2 $\frac{3}{32}$ 7 16x5 50	35 35 30 30 30 28 28	35 35 30 30 30 28 30
		11/	1/	7	10 5 25	25	25	WILLYS KNIGHT		
6-65	1 11/4	11/2	1/16 1/8 1/16	7 8 9	18x5.25 18x5.50 18x5.25	35 35 35	35 35 35		36 36	36 36

a-4° 51′ 10′′

b-Standard 17 x 5,50; Custom 16 x 5.25

c-Standard 16 x 6.25; Custom 16 x 6.50

d-1° 54'

SC-Supercharged

*-Non-adjustable

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Make and Model Mear	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
AUBURN		44.6	while b	i i ji	استدورا	de el	auth	build	n de la co	po iti ili			
8-100	SL	Me H	13 14	M M	33 ³ / ₄ 29 ⁸ / ₈	13/4	7/82 3/16	.040	.040	All Four S Rear Two			:8
8-101, 101A 1933 8-105 1933 12-161, 161A 1933 12-165 1933	S B B	Me H H H	13 13 14 14	M M M M	33 ³ / ₄ 29 ³ / ₈ 29 ³ / ₈ 29 ³ / ₈	1 ³ / ₄ 1 ³ / ₄ 2 2	7,82 3,16 3,16 3,16 3,16	.040 .010 .010 .010	.040 .010 .010 .010	All Four Se Rear Two Rear Two Rear Two	Service I Service I	Brake Brake	\$
6-52 1934 8-50 S&D 1934 8-50 Aust 1934 12-165 1934	B B B	H H Hv Hv	12 12 12 14	M M M M	24\%2 24\%2 24\%2 29\%8	11/2 2 2 2	3/16 3/16 3/16 3/16	.010 .010 .010 .010	.010 .010 .010	Rear Two Rear Two Rear Two Rear Two	Service I Service I	Brake Brake	8
6-53	B B B	H H H	12 12 12	M M M	24 ¹ / ₈₂ 24 ¹ / ₈₂ 24 ¹ / ₈₂	1½ 2 2	3/16 3/16 3/16	.010 .010 .010	.010 .010 .010	Rear Two Rear Two Rear Two	Service 1	Brake	s
6-54	B B B	H H H	12 12 12	M M M	24\%2 24\%2 24\%2 24\%2	11/2 2 2	3/16 3/16 3/16	.010 .010 .010	.010 .010 .010	Rear Two Rear Two Rear Two	Service !	Brake	8
CADILLAC													
V- 8 355B	0	Me mv mv	15 15 16	sm sm sm	293/4	2 2 2 ¹ / ₄	3/16 3/16 3/16	\equiv	Ξ	Rear Two Rear Two Rear Two	Service !	Brake	s
V- 8 255C	0 0 0	mv mv mv	15 15 16	sm sm sm	293/4	2 2 2 ¹ / ₄	3/16 3/16 3/16	.007 .007 .007	.007 .007 .007	Rear Two Rear Two Rear Two	Service !	Brake	28
V- 8 355D	0 0	mv mv mv	15 15 15	W W W	The state of the s		3/16 3/16 3/16	.007 .007 .007	.007 .007 .007	Rear Two Rear Two Rear Two	Service I	Brake	8
V- 8 355E	0	Me Me Me	15 15 15	W W	29 ²⁷ / ₃₂ 29 ²⁷ / ₃₂ 29 ²⁷ / ₃₂	2 2 2	t t	.007 .007 .007	.007 .007 .007	Rear Two Rear Two Rear Two	Service 1	Brake	es
V- 8 60. 1936 V- 8 70. 1936 V- 8 75. 1936 V-12 80-85 1936 V-16. 1936	B B B O	H H H mv	12 14 14 14 15	a a a W	257/8 30 30 30 30 29 ²⁷ /82	2 2 ¹ / ₄ 2 ¹ / ₄ 2 ¹ / ₄ 2	3/16 1/4 1/4 1/4 t	.010 .010 .010 .010 .010	.010 .010 .010 .010 .010	Rear Two Rear Two Rear Two Rear Two Rear Two	Service Service Service	Brake Brake Brake	es es
V- 8 60. 1937 V- 8 65. 1937 V- 8 70. 1937 V- 8 75. 1937 V-12. 1937 V-16. 1937	B B B B B	H H H H H	12 12 12 14 14	a a a a a	257/8 257/8 257/8 h h	z z 2 ¹ / ₄ 2 ¹ / ₄ 2 ¹ / ₄	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	.010 .010 .010 .010 .010	.010 .010 .010 .010 .010	Rear Two Rear Two Rear Two Rear Two Rear Two Rear Two	Service Service Service	Brake Brake Brake Brake	es es es
V- 8 38-60 & Spec 1938 V- 8 38-65 1938 V- 8 38-75 1938 V-16 38-90 1938	B B B	H H H Hv	12 12 14 14	M M M	257/8 257/8 30 w h	2 2 ¹ / ₄ 2 ¹ / ₄ 2 ¹ / ₄	3/16 3/16 1/4 1/4	.010 .010 .010 .010	.010 .010 .010 .010	Rear Two Rear Two Rear Two Rear Two	Service Service	Brake Brake	es es



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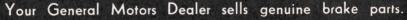
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OSHAWA - ONTARIO

BRAKES — AND BRAKE LININGS

Make and Model Year	Brake Mechanism—Make Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	. 0	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
CHEVROLET											re	
Six Confed1932	0 M	e 11½	M	1613/16 11/2	3/16	1/32	1/32	111/2	73/4	13/4	3/16	1 1/32
Six Stand	0 M		M M	151/4 11/2 1811/32 13/4	3/16 1/4	Ξ	I	All F	our Se our Se	rvice l	Brake Brake	8
Six Stand	O M		M M	20 ³ / ₁₆ 1 ¹ / ₂ 24 ⁷ / ₁₆ 1 ³ / ₄	3/16 3/16	=	=	All F	our Se	rvice l	Brake Brake	8
Six Stand	0 Me		sm M	20½ 1¾ 20½ 1¾ 20½ 1¾	3/16 3/16	<u>-</u>	-	All F	our Se	rvice I	Brake:	5
Six Stand. 1936 Six Master 1936	0 H 0 H	11	sm M	225/8 13/4 225/8 13/4	3/16 3/16	w w	w w	Rear Rear	Two S	ervice	Brak Brak	es es
Master 6	0 H 0 H		M M	225/8 13/4 225/8 13/4	3/16 3/16	w	w w		Two S			
Six1938	0 H	11	M	225/8 13/4	3/16	w	w	Rear	Two S	Service	Brak	ces
CHRYSLER						*						
Six C1 1932 Eight CP 1932 Eight Imp. CH 1932	O-L H O-L H O-L H	12 13 15	M M M	$\begin{array}{cccc} 21^{23} & 12 & 12 & 12 & 12 & 12 & 12 & 12 & 1$	3/16 3/16 3/16	.012 .012 .012	.006 .006 .006	7 71/2 8	21 ¹³ / ₈ 23 ¹ / ₂ 24 ⁵ / ₈	2 2 2 2 2	5/82 5/82 5/82	1/16 1/16 1/16
Six CO 1933 Eight CT 1933 Eight CQ 1933	O-L H O-L H O-L hv	11 12 13	M M M	$\begin{array}{cccc} 20^{7} & 1^{1} / 2 \\ 21^{28} & 1^{3} / 4 \\ 23^{9} & 2 \end{array}$	3/16 3/16 3/16	.012 .012 .012	.006 .006 .006	7 7 7	2113/2 2113/2 2113/2		5/82 5/82 5/82 5/82	1/16 1/16 1/16
Six CA 1934 Six CY 1934 Eight CU 1934 Eight CV 1934	O-L H O-L H O-L H	11 11 13 13	M M M	22 ⁵ / ₃₂ 2 22 ⁵ / ₈₂ 2 24 ²⁷ / ₃₂ 2 24 ²⁷ / ₃₂ 2	3/16 3/16 1/4 1/4	.012 .012 .012 .012	.006 .006 .006	6 6 6	18 ¹³ / ₃ 18 ¹ / ₄ 18 ¹ / ₄ 18 ¹ / ₄	2	5/32 1/4 1/4 1/4	1/16 1/52 1/52 1/52
Six C6	O-L H O-L H O-L H O-L H	10 11 13 13	M M M	19 ¹³ / ₁₆ 2 22 ⁵ / ₃₂ 2 24 ² 7/ ₃₂ 2 24 ² 7/ ₃₂ 2	3/16 3/16 1/4 1/4	.912 .012 .012 .012	.006 .006 .006	6 6 7 7	18 ¹³ / ₈ 18 ¹³ / ₈ 21 ¹³ / ₁ 21 ¹³ / ₁	2 2 2 ¹ / ₂ 2 ¹ / ₂	3 16 3 16 3 16 3 16	1/16 1/16 1/16 1/52 1/52
Six C7 1936 Eight C8 1936 Eight C9 Airflow 1936 Eight Imp. C10 Airf 1936	O-L H O-L H O-L H	11 11 13 13	M M M	22 ⁵ / ₃₂ 2 22 ⁵ / ₅₂ 2 24 ²⁷ / ₃₂ 2 24 ²⁷ / ₃₂ 2	3/16 3/16 1/4 1/4	.012 .012 .012 .012	.006 .006 .006	6 6 7 7	18 ¹³ / ₈ 18 ¹³ / ₈ 21 ⁵ / ₈ 21 ⁵ / ₈		5/82 5/82 3/16 3/16	1/16 1/16 1/16 1/23
Six C-16. 1937 De L. 8 C-14. 1937 Imp. Cus. C-15. 1937 Airflow C-17. 1937	0-L H 0-L H 0-L H 0-L H	10 11 13 13	M M M M	e 2 22 ⁵ / ₃₂ 2 24 ² 7/ ₃₂ 2 24 ² 7/ ₃₂ 2	13/64 13/64 17/64	.012 .012 .012 .012	.006 .006 .006	6 6 7 7	16 ¹⁵ / ₁₆ 16 ¹⁵ / ₁₆ 21 ¹ / ₂ 21 ⁵ / ₈	2	5/32 5/32 3/16 3/16	.025 .025 .025 .025
Six C-18	O-L H O-L H O-L H	10 11 13	M M M	$\begin{array}{cccc} 18^{3}/_{4} & 2 \\ 22^{5}/_{32} & 2 \\ 24^{27}/_{32} & 2 \end{array}$	13/64 13/64 1/4	.012 .012 .012	.006 .006 .006	6 6 7	17½ 17½ 21½ 21½	. 2	5/32 5/32 3/16	.025 .025 .025

For key to abbreviations see page 109

BRAKES - AND BRAKE LININGS

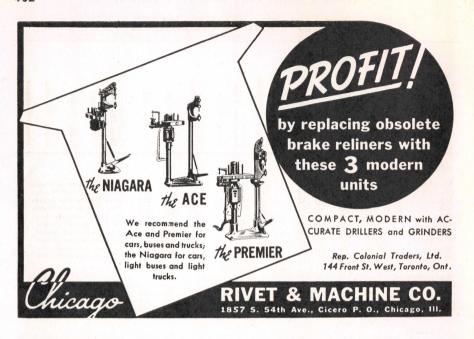
Make and Model	Brake Mechanism—Make Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining-Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
DE SOTO .													
Six SC1932	O-L H	11	M	201/32	2	3/16	.012	.006	7	2113/32	2	5/32	1/16
Six SD1933	O-L H	11	M	201/32	11/2	3/16	.012	.006	7	2113/32	2	5/32	1/16
Six SE1934	O-L H	11.	M	225/32	2	3/16	.012	.006	6	181/4	21/2	1/4	1/82
Six SF	O-L H	10 11	M M	19 ¹³ / ₁₆ 22 ⁵ / ₈₂	2 2	3/16 3/16	.012	.006	6 7	18 ¹³ / ₃₂ 21 ¹³ / ₃₂	21/2	3/16 3/16	1/6
Six Cust. S1	O-L H	11	M M	225/82 225/32	2 2	3/16 3/16	.012	.006	7 ¹³ / ₁₆	24 ³ / ₁₆ 21 ⁵ / ₈	21/2	1/4 3/16	1/16 1/82
Six S-31937	O-L H	10	M	c	2	13/64	.012	.006	6	1615/16	2	5/32	.025
Six S-51938	O-L H	10	M	197/16	2	13/64	.012	.006	6	171/16	2	5/32	.025
DODGE													
Six DL 1932 Eight DK 1932	0-L H	12 13	M M	$\frac{21^{23}/_{32}}{23^{9}/_{16}}$	1 ³ / ₄	3/16 3/16	.012	.006	7 7	$\begin{array}{c} 21^{13} & 32 \\ 21^{13} & 32 \end{array}$		5/82 5/82	1/16 1/16
Six DP 1933 Six DQ 1933 Eight DO 1933	0-L H 0-L H 0-L H	10 10 13	M M M	185/16 185/16 239/16	11/2 11/2 2	3/16 3/16 3/16	.012 .012 .012	.006 .006 .006	6 6 7	18^{13}_{32} 18^{13}_{32} 21^{13}_{32}	2 2 2	5/82 5/82 5/82	1/16 1/16 1/16
Six Del. DR. 1934 Six Std. DT. 1934 Six Big DS. 1934	0-L H 0-L H 0-L H	10 10 10	M M M	15^{25}_{82} 15^{25}_{82} 15^{25}_{82}	2 2 2	3/16 3/16 3/16	.012 .012 .012	.006 .006 .006	6 6	$18^{13} {32}$ $18^{13} {32}$ $18^{13} {32}$	2 2 2	5/32 5/32 5/32	1/16 1/16 1/16
Six DU	0-L H 0-L H 0-L H	10 10 10	M M M	$19^{13}_{16}_{19^{13}_{16}}_{19^{13}_{16}}$	2 2 2	3/16 3/16 3/16	.012 .012 .012	.006 .006 .006	6 6	$18^{13} \frac{1}{18}$ $18^{13} \frac{1}{18}$ $18^{13} \frac{1}{18}$	2 2 2	5/82 5/82 5/82	1/16 1/16 1/16
Six D2 1936 Six D3 1936 Six D4 1936	0-L H 0-L H 0-L H	10 10 10	M M M	19^{13}_{16} 19^{13}_{16} 19^{13}_{16}	2 2 2	13/64 13/64 13/64	.012 .012 .012	.006 .006 .006	6 6	18 ¹³ / ₈₂ 18 ¹³ / ₈₂ 18 ¹³ / ₈₂	2 2 2	5/82 5/82 5/82	1/16 1/16 1/16
Six D-6	O-L H O-L H O-L H	10 10 10	M M M	e e e	2 2 2	13/64 13/64 13/64	.012 .012 .012	.006 .006 .006	6 6 6	16^{15}_{16} 16^{15}_{16} 16^{15}_{16}	2 2 2	5/8 5/8 5/8	.025 .025 .025
Six D-9 1938 De L. D-10 1938 Big 6 D-8 1938	0-L H 0-L H 0-L H	10 10 10	M M M	17^{29}_{32} 17^{29}_{32} 17^{29}_{32}	2 2 2	13 64 13 64 13 64	.012 .012 .012	.006 .006 .006	6 6 6	17 ¹ / ₁₆ 17 ¹ / ₁₆ 17 ¹ / ₁₆	2 2 2	5/32 5/32 5/32 5/32	.025 .025 .025
ESSEX													
Six	B M B M B M	e 9	M M M	21 19 19	1 ³ / ₄ 1 ³ / ₄ 2	5/82 3/16 3/16	.008 .008 .008	.014 .014 .014	All F	our Ser our Ser our Ser	vice I	Brake	8

For key to abbreviations see page 109

BRAKES - AND BRAKE LININGS

Make and Model	Brake Mechanism-Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining-Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining—Length	Lining-Width	Lining—Thickness	Lining—Clearance
FORD												/		
Model A 1930–2 Model B 1933 V-8 1932–3 V-8 1934 V-8 1935 V-8 1936 V-8 "60" 1937 V-8 "85" 1937 V-8 60 1938 V-8 85 1938	000000000000000000000000000000000000000	Me Me Me Me Me Me Me Me Me	11 12 12 12 12 12 12 12 12 12 12	W wm sm W w sm sm M M	31 31 26 ¹ / ₂	11/2 11/2 11/2 11/2 13/4 13/4 13/4 13/4 13/4	3 6 3 16 3 16 3 16 3 16 3 16 3 16 1 186 1 185 1 185	.020 .010 .010 .010 .010 .010 .010 .010	.020 .010 .010 .010 .010 .010 .005 .005	Rear Rear All F All F All F All F	Two Two Two our Se our Se our Se our Se our Se	Service Service Service ervice ervice ervice ervice ervice ervice	e Brak e Brak e Brak Brake Brake Brake Brake	es es es s s s
FRONTENAC														
6-70. 1932 6-85. 1932 C-400. 1933	SSS	Me Me Me	11 12 9	M M M	299/16 313/32 23	11/2 11/2 13/4	3/16 3/16 3/16	.006 .006 .006	.006 .006 .006		_	ervice ervice	-	_
GRAHAM														
Six 1932 Eight 1932	L	H	12 13	M M	2115/16 273/4	13/4	3/16 3/16	.012	.006	6	189	6 2 2	5/32 5/32	1/32
Six Std. 1933 Eight Std. 1933 Eight Cust. 1933	L L L	H H H	13 13 13	W W W	27 ³ / ₄ 27 ³ / ₄ 27 ³ / ₄	1 ³ / ₄ 2 2	3/16 3/16 3/16	.012 .012 .012	.006 .006	6 6	189 189 189	6 2 6 2 6 2	5/32 5/32 5/32	1/32 1/32 1/32 1/32
Six Std. 1934 Eight Std. 1934 Eight Cust. 1934	L L L	H H H	11 13 13	M M M	24 27 ³ / ₄ 27 ³ / ₄	1 ³ / ₄ 2 2	1/4 3/16 3/16	.012 .012 .012	.006 .006	6 6	189 189 189	6 2 6 2	5/32 5/32 5/32	1/32 1/32 1/32
Six 1935 Six Spec 1935 Eight 1935 Eight Super C 1935	L L L L	H H H	9 11 13 13	M M M	18 24 26 26	13/4 13/4 2 2	.200 1/4 8/16 3/16	.008 .012 .012 .012	.008 .006 .006	Rear 6 6 6	Two 189 189 189	Service 2 6 2 6 2	6 Bral	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
6- 80 Crusader	L L L	H H H	9 11 11	M M M	18 23 23	13/4 13/4 13/4	.255 .255	.008 .010 .010	.008 .006 .006	Rear 6 6	Two 173/ 173/	Servic 4 2 4 2	6 Bral	1 32 1 32 1 32
Crusader 85	L L L L	H H H	9 9 11 11	M M M M	18 18 23 23	13/ ₄ 13/ ₄ 13/ ₄ 13/ ₄	3/16 3/16 1/4 1/4	.010 .010 .010 .010	.006 .006 .006	Rear 6 6 6	Two 173/ 173/ 173/	Service 4 2 4 2 4 2	5/82 5/82 5/82 5/82	kes 1/32 1/32 1/32 1/32
Special 1938 Supercharger 1938	L	H H	11	M M	23 23	1 ³ / ₄ 1 ³ / ₄	1/4	.010	.006	6	173/ 173/	4 2 4 2	5/82 5/82	1/82 1/82
HUDSON														
Eight1932	В	Me	13	M	25	13/4	7/32	.008	.014	All F	our S	ervice	Brake	:5
Super Six 1933 Eight 1933	B	Me	11	M M	21 25	$\frac{1^{3}/4}{1^{3}/4}$	5/32 7/32	.008	.014	All F	our S	ervice ervice	Brake Brake	8

For key to abbreviations see page 109





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- BRAKE SHIM STOCK
- FRICTION TAPE
- · ZOOP

BRAKES - AND BRAKE LININGS

Make and Model	Brake Mechanism-Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining-Length	Lining-Width	Lining—Thickness	Lining—Clearance
HUDSON—Continued	ł											377	EY A	HAI
Eight Std	B B	Me Me	9	M M	193/16 2313/16	2 ¹ / ₄ 1 ³ / ₄	3/16 3/16	.010	.010			ervice ervice		
Six 1935 Eight 1935 Eight Cust 1935	B B B	Me Me Me	9 9 11	M M M	193/16 193/16 2313/16	2 ¹ / ₄ 2 ¹ / ₄ 1 ³ / ₄	3/16 3/16 3/16	.010 .010 .010	.010 .010 .010	All F	our S	ervice ervice ervice	Brake	8
Six	B B	H	10 11	mw mw	22½ 23½ 23½	13/ ₄ 13/ ₄	7/82 7/82	.010	.010			Servic Servic		
Six	B B	H H	10 ¹ / ₁₆ 11 ¹ / ₁₆	mw mw	22½ 23½ 23½	13/ ₄ 13/ ₄	7/32 7/32	.010	.010	Rea Rea	r Two	Service Service	e Brak	ces ces
Six 1938 Eight 1938 112 1938	B B B	H H H	101 ₁₆ 111 ₁₆ 91 ₁₆	mw mw mw	22½ 23½ 19¾ 19¾	1 ³ / ₄ 1 ³ / ₄ 1 ³ / ₄	7/32 7/32 3/16	.010 .010 .010	.010 .010 .010	Rear	Two	Servic Servic Servic	e Brak	es
HUPMOBILE														
Six 214 1932 Six 216 1932 Eight 218 1932 Eight 221 1932 Eight 222 1932 Eight 225 1932 Eight 226 1932 Eight 237 1932	SSSSSSSS	Me Me Me Me Me Me Me	12 12 12 14 14 15 14	M M M M M M M	36 33 ⁸ / ₁₆ 36 41 36 ⁵ / ₁₆ 39 ³ / ₈ 36 ⁵ / ₁₆ 39 ³ / ₈	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 16	.062 .062 .062 .062 .062 .062 .062	.062 .062 .062 .062 .062 .062 .062	All I All I All I All I	Four S Four S Four S Four S	ervice ervice ervice ervice ervice ervice ervice ervice	Brake Brake Brake Brake Brake	: S : S : S : S : S : S : S : S : S : S
Six 321	S S S	Me Me Me	12 14 14	M M M	33 ³ / ₁₆ 36 ⁵ / ₁₆ 36 ⁵ / ₁₆	131/32 $131/32$ $131/32$	3/16 3/16 3/16	.062 .062 .062	.062 .062 .062	All I	our S	ervice ervice ervice	Brake	:8
Six 417	SSSSSS	Me Me Me Me Me Me	11 12 12 14 14 14	M M M M M	285/8 333/16 333/16 365/16 365/16	13/4 2 131/32 2 2 131/32	3/16 3/16 3/16 3/16 3/16 3/16	.062 .062 .062 .062 .062 .062	.062 .062 .062 .062 .062 .062	All F All F All F	our S our S our S	ervice ervice ervice ervice ervice ervice	Brake Brake Brake Brake	\$ \$ \$
Six 517. 1935 Six 518. 1935 Eight 521-0. 1935 Eight 527. 1935	S L O S	Me H H mv	11 10 12 14	M M M M	28 ⁵ / ₈ 20 ⁷ / ₈ 24 ³ / ₈ 36 ⁵ / ₁₆	1 ³ / ₄ 2 2 1 ³¹ / ₅₂	3/16 3/16 3/16 3/16	.062 .010 .010 .062	.062 .005 .005 .062	Real Real All F	Two Two Four S	ervice Servic Service ervice	e Brak e Brak Brake	ies ies s
Six 618-G	L	H	10 12	M M	207/8 243/8	2 2	3/16 3/16	.010	.005	Real	Two	Servic Servic	e Brak e Brak	ces ces
6-622E	L	H H	10 12	M M	20 ⁷ / ₈ 24 ³ / ₈	2 2	3/16 3/16	.010	.005			Service Service		

BRAKES — AND BRAKE LININGS

Make and Model Year	Brake Mechanism-Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
LAFAYETTE Six	В	Me	11	M	23 ³ / ₄ 23 ³ / ₄	13/4	5/2	.010	.010			ervice		
Six 3510	B	Me H	11	M	23 ³ / ₄ 22 ¹ / ₁₆	13/4 13/4 2	5/32 5/32 3/16	.010	.010			ervice Service		
V-8 345B 1932 V-8 345C 1933 Eight 350 1934 Eight 35-50 1935 Eight 36-50 1936 Eight 36-50 1937 38-50 1938	O O B B B B B B B	Me mv H H H H	15 15 12 12 12 12 12	sm M M a a	29 ³ / ₄ 29 ³ / ₄ 25 ⁷ / ₈ 25 ⁷ / ₈ 25 ⁷ / ₈ 25 ⁷ / ₈	2 2 2 2 1 ³ / ₄ 2	3 16 3 16 3 16 3 16 3 16 3 16	.007 .010 .010 .010 .010	.007 .010 .010 .010 .010	Rear Rear Rear Rear	Two Two Two Two	Service Service Service Service Service Service Service	e Brak e Brak e Brak e Brak e Brak	ces ces ces ces

For key to abbreviations see page 109

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BRAKES - AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining-Length	Lining-Width	Lining—Thickness	Lining—Clearance
McLAUGHLIN-BU	UICK														
Eight 50	932	0 0	Me	12 14 15	mw	19½2 22¾2 23¾82 23 ⁴⁸ 64	1 ³ / ₄ 1 ³ / ₄ 2	3/16 3/16 3/16	.012 .012 .012	.012 .012 .012	All F	our S	ervice ervice ervice	Brake	3
Eight 50	933 933 933	0 0	Me Me Me	12 14 15	M M M	19½2 22¾6 23 ⁴³ 64	1 ³ / ₄ 2 2	3/16 3/16 3/16		Ε	All F	our S	ervice ervice ervice	Brake	8
Eight 40	934 934 934	B 0 0	Me mv mv mv	12 12 14 14	M mw mw	257/8 251/8 28 ²⁷ / ₈₂ 28 ²⁷ / ₈₂	13/4 13/4 13/4 21/4	3 16 3 16 3 16 3 16	.010	.010	All I	our S	dervice dervice dervice dervice	Brake Brake	S S
Eight 44	935	B 0 0	Me mv mv mv	12 12 14 14	M mw mw	257/8 251/8 28 ²⁷ / ₅₂ 28 ²⁷ / ₅₂	13/ ₄ 13/ ₄ 13/ ₄ 13/ ₄	3/16 3/16 3/16 3/16	.010	.010	All I	Four S	dervice dervice dervice dervice	Brake Brake	s s
Eight 44	1770	B B B	H H H	12 12 12 14	W W W	22 ¹¹ / ₁₆ 22 ¹¹ / ₁₆ 22 ¹¹ / ₁₆ 26 ¹³ / ₁₆	13/4 2 2 2 2	3/16 3/16 3/16 1/4	.010 .010 .010 .010	.010 .010 .010 .010	Rea Rea	r Two	Service Service Service Service	ce Bral	ces ces
44 Special	1937	B B B	H H H	12 12 12 14	wc wc wc	2211/16	2 2	3/16 3/16 3/16 1/4	.010 .010 .010 .010	.010 .010 .010 .010	Rea Rea	r Two	Service Service Service Service	ce Bra	kes kes
44 Special	1938	0 0 0 0	H H H	12 12 12 14	wm wm wm	22 ¹¹ / ₁₆ 22 ¹¹ / ₁₆ 22 ¹¹ / ₁₆ 26 ¹³ / ₁₆	1 ³ / ₄ 2 2 2	3/16 3/16 3/16 1/4	.010 .010 .010 .010	.010 .010 .010 .010	Real	- Two	Service Service Service Service	e Brak	es
NASH															
6-960 8 Big 1060 8-970 8 Std. 1070. 8 Twin-Ign. 980. 8 Twin-Ign. 990. 8 Spec. 1080 8 Adv. 1090.	1932 1932 1932 1932 1932 1932	S S B S S B B B B B	Me Me Me Me Me Me Me Me	12 12 12 13 13 16 13 16	M M M M M M M M	31½8 31½8 31½8 33¾4 33¾4 27½ 33¾4 33¾4	13/4 13/4 13/4 13/4 13/4 2 2 2 2	\$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 16	.062 .062 .062 .062 .062 .012 .012 .012	.062 .062 .062 .062 .062 .006 .006	All All All All All All	Four Four Four Four Four Four	Service Service Service Service Service Service Service Service Service	Brak Brak Brak Brak Brak Brak Brak	es es es es es
6 Big 1120 8 Std. 1130 8 Spec. 1170 8 Adv. 1180 8 Amb. 1190	1933 1933 1933	S S S B B	Me Me Me Me Me	11 11 13 13 16	M M M M	295/8 295/8 333/4 271/2 333/4	13/4 13/4 13/4 2 2	3/16 3/16 3/16 3/16 3/16	.015 .015 .015 .012 .012	.015 .015 .015 .006	All All	Four Four	Service Service Service Service Service	e Brak e Brak e Brak	es es

For key to abbreviations see page 109

SEE MOTOR MAGAZINE FOR LATEST TECHNICAL INFORMATION

BRAKES — AND BRAKE LININGS

Make and Model	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining-Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
NASH—Continued												21.795	11.04	1,16
6 Big 1220	B B B	Me Me Me	11 11 14	M M M	23 ³ / ₄ 23 ³ / ₄ 30 ¹ / ₄	13/4 21/4 21/4	5/32 5/32 1/4	.010 .010 .010	.010 .010 .010	All F	our S	ervice	Brakes Brakes Brakes	
6 Adv. 3520	B B B	H H H	11 11 11	M M M	23 ¹³ / ₁₆ 23 ¹³ / ₃₂ 23 ¹³ / ₃₂	13/4 21/4 21/4	5/32 5/32 5/32	.010 .010 .010	.010 .010 .010	Rear	Two	Service	Brake Brake Brake	28
6-400	B B	H H H	10 11 11	M M M	22½16 233¼ 233¼	2 1 ³ / ₄ 2 ¹ / ₄	3 16 3 16 3 16	.010 .010 .010	.010 .010 .010	Rear	Two	Service	Brake Brake Brake	25
Lafayette	B B B	H H H	$10^{1}_{16} \\ 10^{1}_{16} \\ 11^{1}_{16}$	M M M	22 ¹ / ₁₆ 22 ¹ / ₁₆ 24	2 2 2 ¹ / ₄	3 16 3 16 3 16	.010 .010 .010	.010 .010 .010	Rear	Two	Service	Brake Brake Brake	es
Lafayette	B B	H H H	$10^{1}_{16} \\ 10^{1}_{16} \\ 11^{1}_{16}$	mw mw	22	2 2 2 ¹ / ₄	7/32 7/32 7/32 7/32	.010 .010 .010	.010 .010 .010	Rear	Two	Service	Brake Brake Brake	s
OLDSMOBILE														
Six F-32	B B	Me Me	12 12	M M	25 ⁵ / ₁₆ 25 ⁵ / ₁₆	13/4 13/4	3/16 3/16	.008	.012			rvice l	Brakes Brakes	
Six F-33	B	Me Me	12 12	M M	25 ²⁹ / ₃₂ 25 ²⁹ / ₃₂	13/ ₄ 13/ ₄	91/16 9/16	.010	.010 .010			ervice l	Brakes Brakes	
Six F-34	B B	H	11 12	mw	23 ³ / ₄ 25 ²⁹ / ₃₂	13/ ₄ 13/ ₄	5/32 3/16	.008	.010	Rear Rear	Two S	Service Service	Brake Brake	es es
Six F-35	B	H	11	mw	23 ²³ / ₃₂ 25 ²⁹ / ₃₂	2 2	3/16 3/16	.008	.010	Rear Rear	Two S	Service	Brake	:8
Six F-36	B B	H	11 12	mw		2 2	3/16 3/16	.008	.010	Rear Rear	Two S	Service Service	Brake Brake	:S
Six1937	0	Н	11	M	225/8	13/4	3/16	w	w	Rear	Two	Service	Brake	:S
Six	O Va	H	11 12	M mw	22 ⁵ / ₈ 23.05	13/ ₄ 13/ ₄	3/16 3/16		.010	Rear Rear	Two S	Service Service	Brake Brake	\$:\$
PACKARD														
8 Std. 901-902	B B	Me Me	16 16	a a	451/ ₁₆ 451/ ₄	1 ³ / ₄	3/16 3/16	.010	.010				Brake Brake	
Eight	B B B	mv mv mv	14 14 15	a a a	34 ¹ / ₄ 34 ¹ / ₄ 37 ⁷ / ₈	c c d	1/4	.010 .010 .010	.010 .010 .010	Ali F	our Se	rvice I rvice I rvice I	Brakes	
8 1100-1-2 1934 Super Eight 1934 12 1107-8 1934	B B B	mv mv mv	14 14 15	a a a	30 ¹ / ₄ 30 ¹ / ₄ 32 ¹ / ₄	c c d	1/4 1/4 1/4	.010 .010 .010	.010 .010 .010	All F	our Se	rvice I rvice I rvice I	Brakes	

For key to abbreviations see page 109

BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining-Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance	
PACKARD—Con	tinue	1			taning Mary 10											
8-120 8-120B Super Eight 12 1207-1208	.1935 .1935	B B B	H mv mv	12 14 14 15	M a a a	26 30 ¹ / ₄ 30 ¹ / ₄ 32 ¹ / ₄	13/4 c c d	3/16 1/4 1/4 1/4	.010 .010 .010	.010 .010 .010 .010	All F	Two Ser our Ser our Ser our Ser	vice I	Brake:	5	
8 120-B 8 1400-1-2 Super Eight 12 1407-8	.1936	B B B	H mv mv mv	12 14 14 15	M a a a	26 30 ¹ / ₄ 30 ¹ / ₄ 32 ¹ / ₄	13/4 c c d	3/16 1/4 1/4 1/4	.010 .010 .010	.010 .010 .010 .010	All F	Two Ser our Ser our Ser	vice b	3rake:	8	
Six Eight 120-C Super 8 Twelve	.1937	B B B	H H H	11 12 12 14	W W M W	24 24 26 30	13/4 13/4 21/2 23/4	3/16 3/16 3/16 1/4	.010 .010 .010 .010	.010 .010 .010 .010	Rear Rear	Two Se Two Se Two Se Two Se	rvice	Brak Brak	es	
Six Eight Super 8. Twelve	.1938 .1938	B B B	H H H Hv	11 12 12 14	W W M W	24 26 26 30	13/4 13/4 21/2 23/4	3/16 3/16 3/16 1/4	.010 .010 .010 .010	.010 .010 .010 .010	Rear Rear	Two So Two So Two So	rvice	Brak Brak	es	
PLYMOUTH																
PB	.1932	0-L	Н	11	M	201/8	11/2	3/16	.012	.006	6	1813/32	2	5/82	1/16	
Six PCSix PD	.1933 .1933	0-L 0-L	H	10 10	M M	18^{5}_{16} 18^{5}_{16}	$\frac{11/2}{11/2}$	3/16 3/16	.012	.006	6	$18^{13}/_{32}$ $18^{13}/_{32}$	2 2	5/32 5/32	1/16 1/16	
Six Std. PF Six DeL. PE	1934 .1934	0-L 0-L	H	10 10	M M	$\frac{15^{25} \%}{15^{25} \%}$	11/2	3/16 3/16	.012	.006	6	$18^{13} \frac{1}{32} \\ 18^{13} \frac{1}{32}$	2 2	5/32 5/32	1/16 1/16	
Six PJ Six Std. PJ Six DeL. PJ	1935	0-L 0-L 0-L	H	10 10 10	M M M	19^{13}_{16} 19^{13}_{16} 19^{13}_{16}	2 2 2	3/16 3/16 3/16	.012 .012 .012	.006 .006 .006	6 6	$18^{13}_{32} \\ 18^{13}_{32} \\ 18^{13}_{32}$	2 2 2	5/32 5/32 5/32	1/16 1/16 1/16	
Six Std. P1 Six DeL. P2	.1936 .1936	0-L 0-L	H H	10 10	M M	19 ¹³ / ₁₆ 19 ¹³ / ₁₆	2 2	13/64 13/64	.012	.006	6	18 ¹³ / ₃₂ 18 ¹³ / ₃₂	2 2	5/32 5/32	1/16 1/16	
Six P-3, P-4	.1937	O-L	Н	10	M	e	2	13/64	.012	.006	6	1615/16	2	5/32	.025	
Six P-5 De L. 6 P-6	.1938 .1938	0-L 0-L		10 10	M M	$\frac{17^{29}_{32}}{17^{29}_{32}}$	2 2	13/64 13/64	.012	.006	6	17½6 17½6	2 2	5/32 5/32	.025	
PONTIAC																
Six M-402	.1932	В	Me	12	M	26	13/4	3/16	.008	.014	All F	our Ser	vice I	Brake	s	
Eight M-601	.1933	0	Me	12	M	181/4	13/4	3/16	_	-	All Four Service Brakes					
Eight 603	.1934	В	Me	12	M	26	13/4	3/16	.010	.010	100	our Ser				
Six Std Six DeL Eight	1935	B B B	H H H	12 12 12	M M M	25 ²⁹ / ₃₂ 25 ²⁹ / ₃₂ 25 ²⁹ / ₃₂	13/ ₄ 13/ ₄ 13/ ₄	3/16 3/16 3/16	.010 .010 .010	.010 .010 .010	Real	Two S Two S Two S	ervice	e Bral	ces	

BRAKES - AND BRAKE LININGS

Make and Model	Brake Mechanism—Make	Brake Mechanism-Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining—Length	Lining—Width	Lining-Thickness	Lining—Clearance
PONTIAC—Continue	d						177			bour	Pinker!			DAR
Six Std. 1936 Six DeL. 1936 Eight. 1936	B B B	H H H	12 12 12	M M M	231/16 231/16 231/16	13/ ₄ 13/ ₄ 13/ ₄	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	.010 .010 .010	.010 .010 .010	Rear	Two S Two S	ervice	Brak	ces
Six "224"1937	0	Н	-11	M	225/8	13/4	3/16	w	w	Rear	Two	Service	Bral	ces
Six 26-00	0	H H	11	M M	225/8 225/8	1 ³ / ₄ 1 ³ / ₄	3/16 3/16	w w	w w	Rear Rear	Two S	ervice ervice	Brak Brak	ces ces
REO														
6-21 Flying Cloud 1932 8-21 Flying Cloud 1932 8-25 Flying Cloud 1932 8-31 Royale 1932 8-35 Royale 1932	L L L L	H H H H	14 14 14 15 15	M M M M	259/16 259/16 259/16 311/8 311/8	13/4 13/4 13/4 21/4 21/4	3 16 3 16 3 16 3 16 3 16	.012 .012 .012 .012 .012	.010 .010 .010 .010 .010	7 7 7 7	20 ¹ / ₂ 20 ¹ / ₂ 20 ¹ / ₂ 20 ¹ / ₂ 20 ¹ / ₂	21/2 21/2 21/2 21/2 21/2	3 16 3 16 3 16 3 16 3 16	1 82 1 32 1 32 1 32 1 82 1 32
6 Flying Cloud 3S1933 8 Royale1933	L	H	12 15	M M	24 311/4	13/4 21/4	3/16 3/16	.012	.010	7 7	201/2 201/2		3/16 3/16	1/32 1/32
6 Flying Cloud S41934 8 Royale N21934	L	H H	12 15	M M	24 ⁵ / ₁₆ 31 ¹¹ / ₁₆	13/4 21/4	3/16 3/16	.012	.010	7 7	201/ ₂ 201/ ₂	21/2 21/2	\$/16 3/16	1/32 1/32
6 Flying Cloud 6A1935 6 Royale 7S1935	L L	H	11 12	M M	251/4 245/16	13/ ₄ 13/ ₄	3/16 3/16	.012	.010	7	201/4	21/2	3/16	1/82
6 Flying Cloud1936	L	Н	11	M	281/4	13/4	1/4	.010	. 005	7	205/16	21/2	3/16	1/32
ROCKNE														
6-65	B B B	Me Me Me	11 12 11	M M M	237/8 257/8 2313/16	11/2 11/2 11/2	5 52 3 16 5 52	.018 .018 .008	.006 .006 .015	All F	our Se our Se our Se	rvice I	Brake	S
STUDEBAKER														
Six 6-55 1932 Dict. 8-62 1932 Comm. 8-71 1932 Pres. 8-91 1932	B B B	Me Me Me Me	12 12 13 15	M M M M	24 ¹ / ₄ 24 ¹ / ₂ 26 ¹ / ₂ 30 ³ / ₄	11/2 11/2 13/4 21/4	1/4	.018 .015 .015 .015	.006 .008 .008 .008	All F	our Sei our Sei our Sei our Sei	vice E	Brake:	5 S
Six 6-56 1933 Comm. 8-73 1933 Pres. 8-82 1933 Pres. 8-92 1933	B B B	mv mv mv	12 12 13 15	M M M M	26 ³ / ₁₆ 26 ³ / ₁₆ 28 32 ⁵ / ₁₆	11/2 11/2 13/4 21/4	1/4 1/4 1/4 1/4	.008 .008 .008	.008 .008 .008	All F All F All F	our Sei our Sei our Sei	rvice E	Brake: Brake: Brake:	8 8 8
Dict. 6-A. 1934 Dict. 6-AS. 1934 Comm. 8-B. 1934 Pres. 8-C. 1934	S S B B	Me mv mv mv	11 11 12 12	M M M M	29½ 29½ 26½ 26½ 28	u 13/4 11/2 13/4	1/4 1/4 1/4 1/4	.010 .010 .010 .010	.010 .010 .010 .010	All F	our Sei our Sei our Sei	rvice E	Brake:	8 3
Six (7A)	L L L	H H H	11 11 11	f f f	$\begin{array}{c} 19^{11}_{16} \\ 19^{11}_{16} \\ 19^{11}_{16} \end{array}$	2 2 2 ¹ / ₄	3/16 3/16 3/16	.010 .010 .010	.005 .005 .005	Rear	Two S Two S Two S	ervice	Brak	es

For key to abbreviations see page 109

BRAKES - AND BRAKE LININGS

Make and Model	Year	Brake Mechanism-Make	Brake Mechanism—Type	Drum Diameter	Lining Type— Original Equipment	Lining— Length per Wheel	Lining-Width	Lining—Thickness	Clearance-Toe	Clearance—Heel	Hand Brake— Drum Diameter	Lining-Length	Lining-Width	Lining—Thickness	Lining—Clearance
STUDEBAKER-	Contir	nued													
Dict. 6-1A. Dict. 6-2A. Comm. 8-1B. Pres. 8-1C. Dict. 6-3A. Dict. 6-4A. Pres. 8-2C. Dictator. President 8.	1935 1935 1936 1936 1936		H H H H H H H	11 11 12 13 11 11 12 11 12	M M M M W W W f	23 23 25 ³ / ₈ 27 ¹ / ₂ 23 23 25 19 ¹¹ / ₁₆ 21 ¹ / ₂	13/4 13/4 13/4 13/4 13/4 13/4 13/4 13/4	1/4 1/4 1/4 11/4 11/4 11/4 3/6 1/4	.010 .010 .010 .010 .010 .010 .010	.005 .005 .005 .005 .005 .005 .005 .005	Rear Rear Rear Rear Rear Rear Rear	Two S Two S Two S Two S Two S Two S Two S Two S	ervice ervice ervice ervice ervice ervice	Brak Brak Brak Brak Brak Brak	es es es es es es
TERRAPLANE															
Six Std	1934	B B B B B B	Me Me H H H	9 9 10 10 ¹ / ₁₆ 10 ¹ / ₁₆	M M M mw mw mw	193/16 193/16 193/16 221/8 221/8 221/8 221/8	13/ ₄ 21/ ₄ 13/ ₄ 13/ ₄ 13/ ₄ 13/ ₄ 13/ ₄	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	.010 .010 .010 .010 .010 .010	.010 .010 .010 .010 .010 .010	All F All F Rear Rear	our Ser our Ser Two S Two S Two S	rvice E rvice B ervice ervice	rakes Brak Brak	es
WILLYS															
Six 6-90 Eight 8-88 Four 77 Four 77 70 37 4-38	1932 1933 1935 1936	B B B B B B	Me Me Me Me Me Me	12 13 9 9 9	M M M M M M	25 ¹⁵ / ₁₆ 27 ¹³ / ₁₆ 19 ³ / ₁₆ 19 ³ / ₁₆ 19 ³ / ₁₆ 19 ³ / ₁₆	11/2 13/4 13/4 13/4 13/4 13/4 13/4	\$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 16 \$ 3 16	.014 .014 .010 .010 .010 .010	.008 .008 .010 .010 .010 .010	All F	our Ser 193/6 our Ser our Ser our Ser our Ser	vice B vice B vice B	rakes rakes rakes	.010
WILLYS KNIGH	IT														
Six 95 Six 66D	1932	B B	Me Me	12 13	M M	251/ ₄ 27 ³ / ₄	11/2 13/4	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	.014	.008		our Ser			
a—Primary mole d—Left front wheel I h—Front forwar L—Lockheed M- O—Own t—Forward shoe .24 w—Tighten to slight	7/8", other d shoes —Molded O-L 5", rever	121/4" Ownerse she	eels 21/2 g—H S ', all c Me—N n, Lock pe .183	erial numbther sheed types are four n	e—From mbers B oes 15" al repe —Early	mv—M model	L Seri H—H Iechan IS—N Is 11/2	ar 1719/4 ial num ydrauli ical wit idland ''; late oven ar	bers Wach vach Steeldramodels	agner Hv—H uum un aulic	ydrauli it r	woven c with nw—N sm-	vacuu Iolded —Semi	shoe um u and -mole W—	molded nit woven

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Ray's Motor Service, Niagara Falls Frank Slater, Owen Sound Universal Service Co., Stratford Welch & Johnston Ltd., Ottawa Denison Auto Electric, Saskatoon Hutton's Limited, Calgary MacFarlane & Co. Ltd., Vancouver Auto Electric Ltd., Montreal Garage Donat Careau, Quebec Sherbrooke Auto Electric, Sherbrooke Boultbee Ltd., Vancouver Biggs' Carburetor, Toronto (Marine)

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CARBURETORS — STROMBERG

Make and Model	Year	Model Number	Туре	High Speed Bleeder (Drill size number)	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle Number	Idle Adjusting Screw Setting (Turns Open)	Make and Model	Year	Model Number	Туре	High Speed Bleeder (Drill size number)	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle Number	Idle Adjusting Screw Setting (Turns Open)
AUBURN									FORD				784	San San			
8-100, 101. 12-160, 165. 8-105,8-50X. 12-161. 3-50Y,851,852 653. 8-SuperC. 654. 8-SuperC.	'33 !'34–6 '35 '35	URO-2 EX-2 EX-32 DXR-2 EE-1 EX-22 EX-32 EX-22 EX-32	USi D2 DSi D2 DDu DSi DSi DSi DSi	70 70 	.063 .055 .060 	9/32/ 9/16/ 9/16/ 15/32/ 9/16/	P-17282 P-17258 P-18913 — P-19867 P-18913 P-18913 P-18913	in out out — out — — — — — — —	V-8	'36 '37 '37	EE-1 EE-1 EE-1/8 EE-1/8 EE-1/8	DDu DDu DDu D-Du D-Du D-Du D-Du	65 65 65 65 65 36	. 048 . 048 . 048 . 035 . 045 . 035 . 035	15/32/15/32/15/32/15/32/15/32/15/32/1	P-20287 P-20287 P-20287 P-20287 P-20287	21/4 21/4 21/4 5/8 5/6 out
CADILLA	С								GRAHAM								
8 60-70-75 V-8 60 V-8 65-70 V-8 75 V8 38-60&Sp V-8 38-65 V-8 38-75	'37 '37 '37 oec'38	EE-25 AA-25 AA-25 AAV-25 AAV-25 AAV-25	D-D	1 65 1 65 1 63 1 63	.058 .052 .052 .052 .050 .050	5/8" 5/8" 5/8" 5/8" 5/8" 5/8"	P-19867 P-22499 P-22499 P-22499 P-22499 P-22499	out out out	Six 68	'35 '35	EX-22 URO-2 EX-32 EX-22 EX-23 EE-14 EX-32	DSi USi DSi DSi DSi DDu DSi	70 56 70 70 70 70 70	.061 .069 .050 .061 .048 .069	5/8" 9/16" 5/8" 15/8" 15/8"	P-18916 P-17282 P-19869 P-18916 P-18916 P-22090 P-19869	3/4 3/4 3/4 1 1 3/4
CHRYSLE	ER								нирмові	IF							
Imp. 8 CG. CH, CL Eight CP. Six CO. Royale 8 CT Imp. 8 CQ. Imp. Cus. 8 C Airflow 8 CI Ing. Airf. 8 C I. C. Airf. 8 C Eight CZ. Airflow 8 CI Imp. Airf. 8.	.'30-2 '32 '33 '33 U.'34 UV'34 UV'34 W'34 '35-6 '35-6	DD-3 DXR-3 EX-32 EX-32 EX-32 EE-22 EE-3 EXV-3 EXV-3 EX-32 EE-22	DSi DSi DDu DDu DDu DDu DSi DSi DDu DSi	60 70 70 70 65 65 65 70 65 70	.030 	11/2"/23/2"/9/16/19/19/19/19/19/19/19/19/19/19/19/19/19/	P-17413 P-17282 P-18916 P-18916 P-19555 P-18915 P-19867 P-18915 P-20774 P-20887 P-20888 P-20888	3/4 11/2 11/2 11/2 11/2 out out out	Century 8L' Eight C' Eight H' 6 216B, 316B '. 8-222F, 322F '. 8-222F, 326I '. 6-417W, 521 '. Six 421-J.	32-3 31-3 31-3 32-3 32-3 32-3 34-5 '34	UUR-2 UUR-2 DD-3 DD-3 DXR-2 UUR-2 UUR-2 UUR-2 EX-32 EX-32 EX-32	UDu UDu UDu DSi UDu UDu DSi DSi DDu DSi	68 70 70 60 70 70 70 70	.044 .046 .062 .062 .030 .044 .043 .047 .059 .066 .053 .066	176" 176" 2364" 2364" 176" 176" 176" 176" 916"	P-17538 P-17538 P-17413 P-17413 P-17281 P-17538 P-17538 P-18913 P-18913 P-18967	out 11/4 in in in 11/2 11/4 11/2 11/2 11/2
Airflow & C-14 Cus Imp. C-1 Airflow C-17 DeL. & C-19 Cus. Imp. C-	'37 '38	AAOV-1 AAOV-1 EE-22 AAV-2 AAV-2	DSi D-Si D-Du D-Du D-Du D-Du	1 65	.065 .047 .047 .053 .047 .049	5/8" 5/8" 5/8" 5/8" 5/8"	P-20887 P-22499 P-22499 P-20888 P-22499 P-22499	out out out out out	LAFAYETT Six 3610		AX-2	DSi	70	.057	5/8"	P-21918	out
DODGE										'37	A A .25	D-Du	65	.052	5/8"	P-22944	_
Eight DK Six DP Six DR Six DU Six D-2, D-3 Stand. 6 D-6 De Luxe 6 D-1 Big 6 D-5 Stand. 6 D-9 DeL. 6 D-10 Big 6 D-8	'33 '34 '35 '36 '37 -7'37 '38 '38	DXR-3 EX-22 EX-22 EX-22 EXV-2 EXV-2 EXV-2 EXV-2 EXV-2 EXV-2	DSi DSi DSi DSi D-Si D-Si D-Si D-Si D-Si	65 70 70 70 70 70 70 70 70 70	.062 .058 .058 .058 .056 .057 .057 .057 .058 .058	23/64 5/8/11 9/16 5/8/11 5/8/11 5/8/11 5/8/11	P-17282 P-18916 P-18916 P-20774 P-20774 P-20774 P-20774 P-20774 P-20774 P-20774	3/4 3/4 3/4 — 11/2 11/2 out out	Eight	'35 '36 '36 '37 '37 '37			70 70 70 70 170 164	.049 .048 .052 .049 .052 .048	15/2"/ 15/32"/ 5/8"/ 5/8"/ 5/8"/ 19/32"/	P-21659 P-21659 P-21651 P-22498 P-22499 P-22499 P-22499	11/2 3/4 13/8 7/8 out
Six DR	'36 '36 '37 -7 '37 '37 '38	EX-22 EXV-2 EXV-2 EXV-2 EXV-2	DSi DSi D-Si D-Si D-Si	70 70 70 70 70 70	.058 .056 .057 .057 .057 .058 .058	5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8"	P-20774 P-20774 P-20774 P-20774 P-20774 P-20774 P-20774	11/2 11/2 11/2 out out out	8-40 8-44 8-46, 48, 49 44 Special	.'35 '36 '36 '37 .'37 .'37 .'38 .'38	EE-1 EE-1 EE-22 AA-1 AA-2 AAV-1 AAV-2	DDu DDu DDu D-Du D-Du D-Du	70 70 70 64 65	.048 .052 .049 .052 .048	15/32/15/32/15/32/15/8/15/8/19/32/19/32/1	P-21659 P-21651 P-22498 P-22499 P-22499	ou

For key to abbreviations see page 115

GENUINE

ZENITH

CARBURETORS AND PARTS

ARE AVAILABLE AT

DISTRIBUTORS

Battery & Electric Ltd., St. John
Boultbee Limited, Vancouver
A. Cross & Co. Ltd., Toronto
International Electric Ltd., Montreal
Loveseth Service Station, Edmonton
Sharpe's Limited, Winnipeg

Batt & MacRae, Charlottetown
Boultbee Limited, Victoria
Denison Auto Electric, Saskatoon
Lemery-Denison Electric, N. Battleford
Scotia Garage, Halifax

eg Vancouver Parts Ltd., Vancouver West End Garage, Calgary

SERVICE STATIONS

Automotive & Electric Service, Ottawa Bourk's Carburetor, Belleville Brewer's Service Station, Galt E. J. Carter, Toronto Chilliwack Parts, Chilliwack Dell's Electrical Service, Brantford Duncan Bros., Sudbury Frontenac Auto Electric, Kingston Howitt Battery & Electric, Windsor Ingersoll Auto Electric, Ingersoll Labombard Auto Electric, Chatham Quinte Battery Service, Belleville Marcel Rochette, Quebec Biggs' Carburetor, Toronto H. E. Stevenson, Nelson Cliff Towle Auto Electric, Peterboro' R. Walker & Sons, New Westminster

Beattie Auto Electric, Winniped W. L. Brennan, Barrie Cape Breton Battery, Sydney W. R. Chapman, Oshawa City Battery & Electric, Guelph Dell's Electrical Service, Hamilton W. J. Ellis & Co., Kamloops Hart Battery & Ignition, Kitchener Hutton's Limited, Calgary James A. Irvine, Nanaimo North Bay Auto Electric, North Bay Ray's Motor Service, Niagara Falls Geo. W. Sadler, St. Catharines Soo Garage, Sault Ste. Marie Thomson Motors Ltd., Kelowna Universal Ignition, London Welch & Johnston Ltd., Ottawa Marshall-Wells Co., Winnipeg

BENDIX-ECLIPSE OF CANADA, LIMITED

SUBSIDIARY BENDIX AVIATION CORPORATION

WINDSOR

ONTARIO

CARBURETORS — STROMBERG

Make and Model	Model Number	Type High Speed Bleeder	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle Number	Idle Adjusting Screw Setting (Turns Open)	Make and Model	Year	Model Number	Туре	High Speed Bleeder (Drill size number)	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle Number	Idle Adjusting Screw Setting (Turns Open)
NASH							PACKA	RD—C	ontinue	d					
8-90, 9-90'31- Six 10603 Eight 10703 8-1080, 10903 Big Six 11203 Stand. 8 1033- 11303 Spec. 83 8-11903 Six 12203	2 E-2 2 EE-2 2 UUR-2 3 EX-22 3 EX-22 4 EX-32	DSi 70 DDu 70 DSi 70 DSi 70 DDu — UDu 70 DSi 70 DDu — UDu 70 DSi 70	0 .054 0 .052 0 .047 0 .054 0 .057 050 0 .047 0 .061	1764 916 916 1764 916 916 1764 916	P-17538 P-172578 P-17237 P-17538 P-18913 P-18913 P-18916	11/8 11/2 11/2 out 3/4 3/4 11/8 3/4 21/4	Eight Super 8 Eight 120 Eight 120 Super 8 Twelve Eight 160 Super 8 Twelve	'35–6 -B'36 -C'37 '37 '38 '38	EE-23 EE-24 EE-14 EE-23 EE-3 EE-14 EE-14 EE-3	DDu DDu D-Du D-Du D-Du D-Du D-Du D-Du	65 65 65 65 70 65 65	.052 .056 .048 .047 .050 .068 .047 .047	5/8" 5/8" 15/8" 15/2" 5/8" 5/8" 15/2" 15/32" 9/6"	P-19547 P-19547 P-21651 P-22089 P-22091 P-19548 P-23509 P-23509 P-19548	out out out out out out
Adv. 8 12803 Amb. 8 12903 Six 400 35403 Adv. 6 35203 Adv. 8 35803 6 "400" 36403 Amb. 6 36203 Amb. 6 36203 Amb. 6 36203 Lafayette 3710 '2	4 UUR-2 5 EX-22 6 EE-22 6 EX-22 6 EX-32 6 EX-32 6 EE-1 7 AX-2	DDu 70 UDu 70 DSi DSi 70 DDu 70 DDu DSi 70 DDu 70 DDu 70 DDu 70 D-Si 70	0 .049 0 .064 0 .050 0 .057 0 .064 0 .048 0 .056	5/8 3/4 9/82 5/8 9/16 5/8 1/2 3/4	P-19867 P-17538 P-18916 P-19867 P-19813 P-18916 P-19867 P-21918	1½8 — — — — — — — — — — — out	Six S-1 Fly Cloud 6 S-2, S-6 Six S-1 Royale 8. Six S	16'33 '33–4 '33 '34 '35	EX-2 EX-32 EX-32 EX-22 EE-23 EX-32	DSi DSi DSi DSi DDu DSi	70 70 70 70 65 70	.056 .056 .059 .056 .055	9/16'' 9/16''' 9/16''' 9/16''' 9/16'''	P-18913 P-18913 P-18913 P-18913 P-19867 P-18913	out out — out
Ambassador 63 Ambassador 83 Lafayette3 Ambassador 83	7 EE-1 8 AX-2	D-Si 70 D-Du 70 D-Si 70 D-Du 70	0 .048	5/8" 1/2" 3/4" 3/4" 1/2" 5/8"	P-18916 P-19867 P-21918 P-19867	out	Six	'32–3	UR-2	USi	65	. 054	9/32"	P-17282	1
OLDSMOBIL Six F-32	2 EC-2 2 EE-2 3 EC-22 3 EE-22 5 EX-22 4 EX-23 4 EE-1	DSi 70 DDu 70 DDu 60 DSi 70 DSi 70 DSi 70 DDu 60 DDu 70	0 .052 0 .057 6 .049 0 .058 0 .058 0 .049	9/16" 9/16" 9/16" 1/16" 19/11 19/11 19/11 19/11 15/11 15/11	P-17258 P-17237 P-18913 P-18916 P-18916 P-19867 P-19867	out 1 11/2 13/4 3/4	Dict. 8 Comm. 8 Pres. 8 Six 55 Six 56 Dict. 8 6: Comm. 8 Pres. 8 92 Pres. 8-C Dict. 6A. Comm. 8		UUR-2 UUR-2 UUR-2 UR-2 EE-22 EE-22 EE-22 EE-22 UR-23	UDu UDu USi DSi DDu DDu DDu USi	70 70 70 70 70 70 70 70 65	.046 .046 .050 .054 .054 .052 .052 .062	7,32,7,32,7,32,7,32,7,32,7,32,7,32,7,32	P-17538 P-17538 P-17538 P-1867 P-19867 P-19867 P-19867 P-17281	11/2 11/2 1 13/4 13/4 13/4 13/4 13/4
12-905-6	4 EE-22 4 EE-22 4 EE-3 5 FE-14	DDu 65 DDu 70 DDu 65 DDu 65 DDu 65	0.055 0.060 0.058 0.048	9/16" 9/16" 9/16" 9/16" 15/32" 9/16"	P-18928 P-19547 P-19547 P-18928 P-22090 P-18928	13/4 13/4 out	Comm. 8. Dict	'35–6 '35–6 '37 8'37 '38 (8A)'38	E-33 EX-23 EE-1 EX-23 EE-1 BXO-26 BXO-26 AAO-161	D-Si	70 70 70 70 70	.061 .058 .047 .047 .058 .049 .059 .059	16" 3/4" 5/8" 15/32" 5/8" 15/32" 5/8" 5/8" 5/8"	P-18916 P-21518 P-21519 P-21519 P-21518 P-21519 P-21918 P-22499	out out out out out out

DDu-Downdraft, dual

DSi-Downdraft, single

D2-Two, downdraft

UDu-Updraft, dual

USi-Updraft, single

CARBURETORS — CARTER

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Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open)	Float Level-Inches	Opening—Standard	Opening—I size lean	Opening—2 sizes lean	Make of Car	Year	Carburetor Type		Idle Adjust. Set. (turns open)	Float Level—Inches	Opening—Standard	Opening—I size lean	Opening—2 sizes lean
AUBU	RN							A 34.0%	DE S	ото	—Con	tinue	1				Hekm
Six 652. Six 653.			288S 307S	1/2	3/8 3/8	‡75–112 ‡75–76	‡75–114 ‡75–94	‡75–115 ‡75–95	Six S-3 Six S-3 Six S-5	'37	BB-D RR-D BB-D	E6K3 E6K4 E6M1	1/2	5/64 5/64 5/64	\$159-595 \$159-595 \$159-595	\$ \$159-615 \$ \$159-615 \$ \$159-615	\$ \$159-66S \$ \$159-66S \$ \$159-66S
CHEV									DODO	GE.							
Truck Truck Six 6 Maste 6 Stand 6 Maste 6 Stand Six	'33 r '34	W-1 W-1 W-1 W-1 W-1 W-1 W-1 W-1	222S 222SA 212S 235S 259S 260S 284S 285S 284S 319S	1/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2	3/	175-66 175-66 175-60 175-67 175-84 175-132 175-116 175-132	‡75–68 ‡75–68 ‡75–61 ‡75–61 ‡75–77 ‡75–86 ‡75–102 ‡75–109 ‡75–102	‡75–69 ‡75–69 ‡75–62 ‡75–62 ‡75–78 — ‡75–109 ‡75–110 ‡75–109	Six DL Six DL 8 DO Six D-6 D L6 D Big 6 D	'32 '32 '33 '37 7'37	BB-U BB-U BB BB-D BB-D BB-D	6A2 6B2 E8A	1/4 1/4 5/8 1/2 1/2	1/32 1/32 1/16 5/64 5/64	\$159-15 \$159-15 \$159-26 \$159-58S \$159-58S \$159-58S	\$159-16 \$159-16 \$159-27 \$159-60S \$159-60S \$159-60S	\$159-17 \$159-17 \$159-28 \$159-64S \$159-64S \$159-64S
Six Six Mast. 6.	'36	W-1 W-1	334S 346S	1/2	3/8	‡75–176 ‡75–193	±75–209		HUDS	ON							
M de L (Six	'38	W-1 W-1	346S 391S	1	3/8 3/8	‡75–193 ‡75–290	‡75–209 ‡75–209	**	8 LL-L' 8 LTS 8 GH Eight Six 63		W-1 W-1 W-1 W-1 W-1	282S 299S 309S 310S 329S	3/8 3/8 3/8 3/8 1/2	3/8 3/8 3/8 3/8 3/8 3/8 15/64	‡75–107 ‡75–120 ‡75–106 ‡75–107 ‡75–106	‡75–127 ‡75–127 ‡75–100 ‡75–127 ‡75–100	
6-C1 6-CA,CE 6 C6 6 C7 Six C-16 Six C-16 Six C-16	3'34 .'35 .'35 .'36 .'37 .'37	BB-U BB-D BB-D BB-D BB-D BB-D BB-D BB-D	6B2 E6C1 E6F1 E6F2 E6G1 E6K1 E6K2 E6K3	1/4 1/4 1/2 1/2 1/2 3/4 1/2	1 32 5 64 5 64 5 64 5 64 5 64		\$159-16 \$159-22 \$159-52 \$159-59S \$159-59S \$159-59S \$159-59S \$159-59S	\$159-17 \$159-23 \$159-53 \$159-61S \$159-61S	8 LTS. 8 GH. Eight. Six 63. Eight. Six 73. Six 73. Eight. Eight. Six. Eight. 112.	'36 '37 '37 '37 '38 '38 '38	W-1 WDO WDO WDO WDO WDO WDO DSi	330S 377S 344S 344S 377S 402S 402S 417S†	3/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	3/8 15/64 15/64 15/64 15/64 15/64 15/64 3/8	‡75–159 ‡75–192 ‡75–192 ‡75–192 ‡75–192 ‡75–192 ‡75–192 ‡75–336	‡75–164 ‡75–198 ‡75–198 ‡75–198 ‡75–198 ‡75–198 ‡75–198 ‡75–323	
D L8 C1 Six C-18	4'37	WDO BB-D	373S E6M1	3/4	5/64 9/64 5/64	‡75–213 §159–59S	‡75-236	‡75–237 §159-66S	HUPM	ЮВІ	LE						
DE SO	то								Six 321 6 D-518.		W-1 W-1	258S 316S	3/8 3/8	1/2	‡75–75 ‡75–140	‡75–82 ‡75–145	‡75–83 ‡75–146
Six SD	.'32 .'32 .'32 .'33 .'33 .'33	BB-U BB-U BB-U BB-D BB-D BB-D	6B 6B1 6B2 E6A E6A3 E6A4	1/4 1/4 1/4 1/2 5/8 5/8 1/2 1/4 1/4 1/2	1/32 1/32 1/32 1/16 1/16 5/64 5/64	\$159-15 \$159-15 \$159-22 \$159-22 \$159-23	\$159-16 \$159-16 \$159-23 \$159-23 \$159-19	\$159-17 \$159-17 \$159-17 \$159-19 \$159-19 \$159-20	8 O-521, 621-N' 6-618-G, 6-622E. 8-825H.	35-6 '36 '38 '38	WDO W-1 W-1	317S 333S 398S† 399S	3/4 3/8 3/4	5/32 3/8 3/8 3/16	‡75–139 ‡75–140 ‡75–273	‡75–150 ‡75–145 ‡75–332 ‡75–334	‡75–151 ‡75–146 ‡75–333 ‡75–335
Six SE. 6 SF, SG 6 SF, SG.	'35	BB-D BB-D	E6B1 E6F1 E6F2	1/4	5/64 5/64	§159-51		§159–23 §159–53	LA SA	LLE							
6 S1, S2 Six S-3 Six S-3	.'36 .'37	BB-D BB-D	E6G1 E6K1 E6K2	1/4 1/2 1/2	64 564	\$159-63S \$159-59S \$159-59S	§ 159-59S § § 159-61S §	159-61S 159-66S	Eight 50 38-50 38-50	'38*	WDO WDO WDO	374S 374S 392S	1/4	13/64 13/64 3/16	‡75-221	‡75–245 — ‡75–326	‡75–246 ‡75–327

For key to abbreviations see page 115

CARBURETORS - CARTER

The state of the s								A V			
Make of Car Year Carburetor Type	Carburetor Number Idle Adjust, Set. (turns open) (minimum) Float Level—Inches	Opening—Standard	Opening—1 size lean	Opening—2 sizes lean	Make of Car Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open) (minimum) Float Level—Inches	Opening—Standard	Opening—1 size lean	Opening—2 sizes lean
OLDSMOBILE					PONTIA	С			,		
Six	327S 3/4 3/8 339S 3/4 1/2 328S 3/4 3/6 351S 3/4 3/6 388S 1/2 3/4 386S 3/4 3/6 389S† 1/2 15/64	±75-253	±75-249 ±75-316 ±75-251 ±75-318	#75-250 #75-317 #75-252 #75-319	8-601 3 8-601 3 8-605 3 6-701 2 6-701 3 8-605 5 8-605 5 6 36-26 6 6 36-26 5 Six '224' 6 26-00 3	3 W-1 3 W-1 44 W-1 55 W-1 55 W-1 55 W-1 66 W-1 66 W-1	255S 266S 280S 283S 306S 314S 298S 312S 322S 324S 340S 352S 406S	58/88/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	‡75-72 ‡75-72 ‡75-98 ‡75-98 ‡75-125 ‡75-125 ‡75-125 ‡75-125 ‡75-125 ‡75-135 ‡75-191 ‡75-297	‡75–81 ‡75–81 ‡75–99 ‡75–99 ‡75–134 ‡75–134 ‡75–134 ‡75–134 ‡75–134 ±75–206	
	72 136				6 25-00'3	88 W-1	406S	3/4 3/8	‡75–297		_
E't 120C '37 WDO PLYMOUTH	366S 1/2 1/8	‡75–228	‡ 7 5–269	‡75–270	Fly. Cd. 6A	35 BB-D 35 BB-D	303S 304S 320S 338S	1/4 1/64 1/4 1/64 1/4 1/64 1/2 7/66	\$159-19 \$159-46 \$159-46 ‡75-174	\$159-10 \$159-53 \$159-53	\$159-15 \$159-54 \$159-54
4 PB'32 BB-U 4 PB'32 BB-U	4A2 1/2 1/32 4A3 1/2 1/32 C6A* 1/2 1/16	§159–15 §159–15	§159–16 §159–16	§159–17 §159–17	STUDEE	AKER					
6 PC'33 BB-D 6 PD'33 BB-D	C6A* 1/2 1/16 C6A3 1/2 1/16	§159–32 §159–32	§159–33 §159–33	§159–34 §159–34	D'tor' 63		371S	1/2 3/8	‡ 7 5–222	‡ 7 5– 22 5	‡ 7 5–226
A DE DE '34 BR D	C6A3 1/2 1/16 C6A4 1/2 1/16 C6B1 1/2 5/64 B6A1 1/2 5/64 B6A2 1/2 5/64	§159–32 §159–32 §159–38	§159–33 §159–33	§159–34 §159–34	TERRAF Six K'		243S	5/ 13/	2 ‡75–53	‡ 7 5–90	‡75 – 91
6 Spec. 34 BB-D 6 Spec. 34 BB-D 6 Spec. 34 BB-D 6 Spec. 34 BB-D 6 PJ 35 BB-D 6 PJ 35 BB-D 6 PJ 35 BB-D 6 PJ 23 BB-D 6 PJ 23 BB-D 6 PJ 23 BB-D 6 PJ 23 BB-D Six 23 BB-D Six 23 BB-D Six 25 BB-D Six 25 BB-D BB-D 8 BB-D 8 BB-D	B6C1 1/2 5/4 B6C2 1/2 5/4 C6D1 1/4 5/4 C6D2 1/4 5/4 B6E1 1/4 5/4 B6E2 1/4 5/4 C6E1 1/8 5/4 C6F***1/2 5/4 C6J1 1/2 5/4	\$159-38 \$159-38 \$159-38 \$159-48 \$159-38 \$159-38	\$159-49 \$159-58S \$159-58S \$159-60S \$159-60S	\$159-60S \$159-64S \$159-64S	Six K	33 W-1 33 W-1 34 W-1 34 W-1 36 W-1 36 W-1 37 W-1 37 WDO 37 WDO	267S 261S 281S 295S 329S 331S 348S 344S 377S 402S	1/4 15	2 175–36 2 175–67 175–106 175–119 175–119 175–189 175–192 175–192 175–285 175–192	75-96 75-96 75-94 75-100 75-100 75-100 75-201 75-2198 75-198 75-286 75-198	‡75–97 ‡75–95 ‡75–95 ———————————————————————————————————

BB-D-B&B, downdraft, single

BrsB-Brass Bowl, updraft, single

BB-U-B&B, updraft, single

W-1-Downdraft, single

WDO-Downdraft, dual

†-Well jets

‡Metering rods

§-Metering screws

*—C6A, C6A2, C6A3, C6A4

**Business coupe only

***C6FI, C6F2, C6F3, C6F4, C6F5,

Make and Model	Year Double of the party of the	Make of Unit	No. Driven Discs	Clutch Facing—Inside Diam.	Clutch Facing— Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing in Sleeve?
AUBURN																
8-100 12-160 8-101, 101A 8-105, 12-161, 161A 12-165 6-52 Std. 6-52 Cust. 8-50 Std. 8-50 Cust. 12-165 6-53,54, 193 8-51,52, 193	1933 1933 1933 1933 1934 1934 1934 1934		1 M 2 N 1 M 1 M 2 M 2 M 1 M 1 M 1 M 1 M 1 M	6 ¹ / ₄ 5 ¹ / ₂ 5 ¹ / ₂ 6 ¹ / ₄ 6 ¹ / ₄ 5 ³ / ₄ 5 ³ / ₄ 5 ¹ / ₂	10 93/4 93/4 93/4 93/4 93/4 9 9 93/4 93/4	.137 .130 .137 .137 .130 .130 .137 .137 .137 .137 .137	18SG 12SG 24SG 24SG 12SG 12SG 18SG 24SG 24SG 12SG 18SG 24SG 24SG	4 1 2 1 4 1 2 1 2 1 2 1 2 1	D EIF D EIF D EIF D EIF D EIF W EI W EI D EIF W EI D EIF W EI	0000000000000	SF SF SF SF SF SF SF SF SF SF SF SF SF S	ananananananan	49 47 51 49 50 37 37 41 51 50 40 49	12 5	Sc S	
CADILLAC	1000															
V- 8 38-60&Spec1 V- 8 38-65	1932 1 1932 1 1933 1 1934 1 1934 1 1934 1 1935 1 1935 1 1936 1 1936 1 1937 1 1937 1 1937 1		2 W 2 W 2 W 2 W 2 W 2 W 2 W 2 W 2 W 2 W	51/2/2/2 61/2/2 61/2/2 61/2/2 61/2/2 61/2/2 61/2/2 61/2/2 61/2/2 61/2/2 61/2/2	11 11 11 11 11 11 11 11 11 10 ¹ / ₂	.135 %4 .135 .120 .135 .120 .135 .137 .137 .137 .137 .137 .137 .137 .137	18SG 18SG 24SG 18SG 24SG 18SG 24SG 18SG 24SG 24SG 36DE 36DE 36DE 36DE 36DE 36DE 36DE 36DE	4 CC 4 CC 4 CC 4 CC 4 CC 4 CC 4 CC 4 CC	EI EI EI EI DI DI	000000000000000000000000000000000000000	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	S S H S S S S S S H H H	51 m 48 51 41 46 46 51 48 43 46 46 51 48 43 46 46 51 48 43 46 46 51 48 46 46 46 46 46 46 46 46 46 46 46 46 46	10 S 11 S	h No	YYYYYYYYNNNYNNNNNNNNNNNNNNNNNNNNNNNNNN
CHEVROLET Six Confed	032 1/	0	1 14	(1)	0											
Six Conted.	933	00000000000	M M M C F M F F F F F F F F F F F F F F	61/4 61/4 61/4 61/4 61/4 61/4 61/4 61/4	999999999999999999999999999999999999999	1/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	12S 12S 12S 12S 12S 12S 15SG 15SG 15SG 15SG 15SG 15SG	2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0	GI EI EI EI EI EI EI EI	00000000000	SF SF SF SF SF SF SF SF SF SF	S S S S S S S S S S H H	37 37 37 37 37 41 1 7 37	0 Sh 9 Sh 9 Sh 9 Sh 9 Sh 0 Sh 9 Sh 1 Sh 1 Sh 1 Sh 1 Sh	Sh Sh Sc Sc No No No No No	ZZZZZZZZZZZZZZ

For key to abbreviations see page 126

		-			,	
Pinion Bearing in Sleeve	YYY	YYYYYYYYYYYY	Y	YYYYY	Y	YYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYY
Pinion Bearing Adjustme	Sh Sh Sh	Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh S	Sh	Sh Sh Sh Sh Sh Sh Sh	Sh	Sh Sh Sh Sh Sh Sh Sh
Pinion Adjustment	Sh Sh Sh	Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh S	Sh	Sh Sh Sh Sh Sh Sh Sh	Sh	Sh Sh Sh Sh Sh Sh Sh Sh Sh
No. teeth—Pinion	10 10 10	8 10 10 9 9 10 10 10 10 10 10 10 11 11 11	8	8 9 10 10 9 10	10	10 10 8 10 8 8 8 8 8 8 8
No. teeth—Ring Gear	46 43 41	33 43 37 37 41 43 43 41 43 41 43 41 43 50	37	35 37 35 41 41 39 39	46	46 41 35 43 35 35 35 33 33 33 33
Type of Gearing	SSS	я в в в в в в в в в в в в в в в в в в в	c	S S S S H H H H H H	c	5555555555555555
Rear Axle—Type	SF SF SF	SHE	C.F.	SF SF SF SF SF SF SF SF	SF	SF SF SF SF SF SF SF SF SF SF
Rear Axle—Make	0000	000000000000000000000000000000000000000	•	00000000	0	000000000000000000000000000000000000000
Type of Gearing	EFF	E E E E D D D D BI BIO BIO BIO BIO BIO BIO BIO BIO BIO		E E D BI BIO BIO* BIO*	-	E E E E D D D BI BI BI BI BI
Transmission-Make	000	000000000000000000000000000000000000000	•	00000000	•	0000000000
No. Facings Required	2 2	222222222222222222222222222222222222222	•	2 2 2 2 2 2 2 2 2	•	2 2 2 2 2 2 2 2 2 2
How Drilled?	12AS 24DP	24DS 24DP 24DS 24DS 24DS 24DS 24DS 24DS 24DS 24DS	1215	12AS 12AS 24DS 24DS 24DS 36DP 36DP 36DP	1010	12AS 12AS 12AS 12AS 12AS 24DS 24DS 24DS 24DS 24DS 24DS
Facing—Thickness	1/8 1/8 1/8	133 133 133 133 133 133 133 133 133 133		1/8 1/8 .125 .133 .133 .133 .133		18 18 .133 18 .125 .133 .125 .133 .133 a .133
Clutch Facing— Outside Diameter	97/8 97/8 111/16	97.88997.88997.8997.8997.8997.8997.8997		87/8 97/8 97/8 97/8 97/8 97/8 97/8 10		87/8 97/8 97/8 17/8 97/8 97/8 91/4 97/8 91/4
Clutch Facing—Inside D	6 ³ / ₄ 6 ³ / ₄	63/4/48/88/88/88/88/88/88/88/88/88/88/88/8		61/8 63/4 61/8 61/8 61/8 61/8 6		61/8 63/4 53/4 61/8 53/4 61/8 61/8 55/8
Facing Material-Orig. Eq	M M	M M M M M M M W W W W W W W W W W W W W		M M C M W W W		M M M W W M M M
No. Driven Discs	1			1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1
Make of Unit	ВВ	вваввавваввавваввавва		B		В
Pedal Lash at Pedal Pad	11/4	1 1/4 1 1/4 1 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1/6 1 1 1 1		11/4 1 11/6 11/6 11/6 11/6 11/6 11/6		11/4 11/4 1 11/4 1 11/6 11/6 11/16
Year	1932 1932	1933 1933 1934 1934 1934 1935 1935 1935 1936 1936 1936 1936 1936 1936				
Make and Model	Six CI Eight CP	De L. 8 C-	DE SOTO	Six SC	DODGE	Eight DK Six DP, DO Eight DO Six DeL. D Six Std. D' Six Big DS Six DU

For key to abbreviations see page 126

WHY you should use ONLY Genuine Ford Exchange Clutch Pressure Plates and Clutch Parts

for replacements on Ford Cars and Trucks



The Ford V-8 centriforce clutch employs springs of one-third less tension than usual. It combines spring action with the gripping action of three centrifugal fingers, which, as engine speed increases, exert by leverage a pressure 400% greater than the engine torque. The Ford clutch pressure plate should never be tampered with. Adjustment of counterbalance weights must always be perfect. The complete assembly is dynamically balanced to ensure smooth motor performance. For best Ford clutch service, therefore,

take advantage of the Ford exchange policy on car and truck clutch pressure plates. They are built with genuine Ford parts. Counterbalance weights are accurately adjusted. Facings in the Genuine Ford clutch disc assembly are heavier than necessary to ensure satisfactory service. They are especially heavy in the truck clutch. Stock Genuine Ford Parts...for satisfied customers...generous profits.

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CLUTCH These assemblies require TRANSMISSION replacement parts of precision and quality to restore new car perform-REAR AXLE ance. Genuine General Motors Parts are guaranteed to do so. Refer to your 1938 Selected List and buy from your OTORS General Motors Dealer PRODUCTS GENERAL MOTORS PRODUCTS OF CANADA, LIMITED OSHAWA ONTARIO

Make and Model	Pedal Lash at Pedal Pad Make of Unit	No. Driven Discs Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing— Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission-Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
DODGE—Continue	d																
Std. 6 D-6 1937 De L. 6 D-7. 1937 Big 6 D-5. 1937 Std. 6 D-9. 1938 De L. 6 D-10. 1938 Big 6 D-8. 1938	1½6 B 1½6 B 1½6 B 1½6 B 1½6 B 1½6 B	1 M 1 M 1 M 1 M 1 M	55/8 55/8 6 55/8 53/8	91/4 91/4 10 91/4 91/4 10	.133 .133 .133 .133 .133 .1 ₈	24DS 24DS 36DP 24DS 24DS 36DP	2 2 2 2 2 2 2	000000	BI BI BI BI BI BI	00000	SF SF SF SF SF SF	HHHHHH	39 41 41 39 41 41	10 10 10 10 10 10	Sh Sh Sh Sh Sh Sh	Sh Sh Sh Sh Sh	
ESSEX																61	
Six	3/4 0 1 0 1 0	1 C 1 C	Corl	Insert Insert Insert	s	Ξ	=	0 0	EI E E	0	SF SF SF	SSS	54 41 41	9 9	Sh Sh Sh	Sh Sh Sh	ZZZ
FORD																	
Model A1930-2	1 0	1 M	53/4	9	964	12SG	2	0	G	0	3/4F	S	34	9	N	Sc	Y
Model B1933	11/4 L	1 M	53/4	9	.137	18SG	2	0	EI	0	3/4F	S	37	9	N	Sc	N
V-8 1932-3 V-8 1934 V-8 1935 V-8 1936	11/4 L 1 L 11/2 L 11/2 L	1 M 1 M 1 M	53/4 53/4 53/4 53/4	9 9 9	.137 .137 .137 .137	18SG 18SG 18SG 18SG	2 2 2 2 2	0000	EI EI EI BI	0 0 0	3/4F 3/4F 3/4F 3/4F	SSSS	37 37 37 37	9 9 9	ZZZZ	Sc Sc Sc	2222
V-8 60. 1937 V-8 85. 1937 V-8 60. 1938 V-8 85. 1938	1½ L 1½ L 3/4 L 3/4 L	I M I M I M	6	81/2 9 9	1/8 .140 .137 .137	18SG 18SG 18SG 18SG	2 2 2 2 2	0000	BI BI BI BI	0 0 0	3/4F 3/4F 3/4F 3/4F	SSSS	40 34 40 34	9 9 9	No No No	Sc Sc	2222
FRONTENAC																	
6-70	1/2 B 1/2 B 1/2 R	1 M 1 M	6½ 6½ 5½	87/8 87/8 77/8	1/8 1/8 1/8	12AS 12AS 12AS	2 2 2	NNW	EIF E	A O N	SF SF SF	SSS	43 41 39	11 9 9	Sh Sh Sh	Sh Sh Sh	777
GRAHAM																	
Six 1932 Eight 1932 Six Std 1933 Eight 1933 Six Std 1934 Eight 1934 Six Std 1934 Six Spec. 1935 Eight 1935 Cavalier 1936 6-90 Cavalier 1936 6-110 Super C. 1936 Crusader 85 1937 Cavalier 95 1937 Cavalier 97 Cus Super Cl 1936 Cus Super Cl 1936 Crus Super Cl 1936 Crus Super Cl 1936 Crus Super Cl 1937 Cavalier 97 Supercharger 115 1937 Cus Super Cl 1937 Cus Super Cl 1938 Supercharger 1938	11/4 L 11/4 L	1 M 1 W 1 W 1 N 1 N 1 N	51/2 51/2 51/2 51/2 51/2 51/2 51/2 51/2	91/4 93/4 91/4 91/4 91/4 91/4 77/8 93/4 77/8 97/8 87/8 87/8 87/8 91/2	964 964 1/8 964 1/8 8/8/8 1/8/8 1/8/8	12SG 18SG 18SG 24SG 24SG 24SG 16AS 18SG 16AS 32DB 18SG 18SG 18SG 18SG 18SG	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	W W W W W W W W W W W W W W W W W W W	GF EIF EIF EIF* EI EI EI EI BIF* BIF* BIO* BIO* BIO*	BBSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS	SF S	SSSSSSSSSSSSSSSSSSHH	49 43 47 47 47 50 47 47 50 47 47 47 47 47	11 10 11 11 11 11 11 11 11 11 11 11 11 1	Sh	Sh Sh Sh No No No No No Sh Sh	22222222

For key to abbreviations see page 126

Make and Model Year	Pedal Lash at Pedal Pad Make of Unit No. Driven Discs Facing Material—Orig. Equip.	Clutch Facing—Inside Diam. Clutch Facing— Outside Diameter Facing—Thickness How Drilled	No. Facings Required Transmission—Make Type of Gearing Rear Axle—Make Rear Axle—Type	Type of Gearing No. teeth—Ring Gear No. teeth—Pinion Pinion Adjustment Pinion Bearing Adjustment Pinion Bearing in Sleeve?
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HUDSON

Eight 1932 Super Six 1933 Eight 1933 Eight 1934 Big Six 1935 Eight 1936 Eight 1936 Eight 1936 Eight 1936 Eight 1936 Six 1937 Six 1938 Eight 1938 Eight 1938 Eight 1938	3/4 1 1 1 1 1 1/2 11/2 11/2 11/2 11/2 11/	000000000000000000000000000000000000000		CCCCCCCAAAAA	Cork	t Insert			- 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	EEEEEEEEEEEE	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SF	aaaaaaaaaaaaaaa	51 51 37 37 37 37 37 37 37 37 37	11 11 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Sh Sh Sh Sh Sh Sh Sh Sh	Sh Sh Sh Sh Sh Sh Sh Sh Sh	ZZZZZZZZZZZZZ
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For key to abbreviations see page 126

CLUTCH PLATES
CLUTCH PARTS
CLUTCH REBUILDER

MONMOUTH PRODUCTS

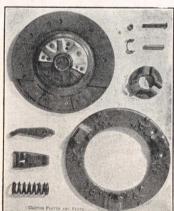
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MONMOUTH PRODUCTS COMPANY

1929-41 E. 61st St., Cleveland, Ohio, U.S.A.

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material-Orig. Equip.	Clutch Facing—Inside Diam	Clutch Facing— Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission-Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
HUPMOBILE												la espera						DU L	01	
Six 214. 99 Six 216. 99 Eight 218. 99 Eight 221. 99 Eight 222. 99 Eight 225. 99 Eight 225. 99 Eight 227. 99 Eight 227. 99 Eight 322. 99 Eight 322. 99 Eight 322. 99 Eight 326. 15 Six 417. 99 Six 421.421A. 99 Six 421.421A. 99 Six 421.421A. 99 Six 421.451A. 99 Six 421.59 Eight 426. 19 Eight 427. 19 Eight 426. 19 Eight 427. 19 Six 518. 19 Eight 521-0. 19 Eight 521-0. 19 Eight 521-0. 19 Eight 521-0. 19 Eight 621-N. 19 G-622E. 19	132 132 132 132 132 132 133 133 134 134 134 134 134 134 134 134	1 1 1 1 1 1 1 1 1 1 1 1 1 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BBBLLBLLLBBLBBBLLBBLLBLBL	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	M M M M M M M M M M M M M M M M M M M	63/4 63/4 63/4 65/4 65/4 66/8 66/8 66/8 66/8 66/8 66/8 66/8	87/8 97/8 97/8 10 97/8 10 93/4 97/8 97/8 97/8 97/8 97/8 97/8 97/8 97/8	137 130 137 137 137 137 137 148 148 148 148 148 148 148 148 148 148	12AS 12AS 12AS 18SG 24DP 12SG 18SG 24DP 24DP 18SG 24DP 24DS 24DP 18SG 24DS 24DS 24DS 24DS 24SG 24SG 24SG 24SG 24SG 24SG 24SG 24S	222224242222222222222222222222222222222	WWWWWWWWWWWWWWWWWWWWWWWWWWWWWW	EF EIF EF EF EIF EIF EIF EIF EIF EIF EIF	BBBOOOOOBOOSSSSSSSSSSSSSSSSSSSSSSSSSSSS	SF S	SSSSHSHSHHHHHHHHHSSHHSHSH	47 50 50 50 48 53 48 53 52 48 48 48 48 47 47 47 50 50	10 11 11 11 13 11 13 11 11 11 11 11 11 11	Sh S	Sh S	777777777777777777777777777777777777777
LAFAYETTE										•	0	E.	0	or.		47	10	CI	CL	N
Six	133	1	B B B	1 2 1	M M M	5 ¹ / ₈ 5 ³ / ₄ 5 ³ / ₄	97/8 9	.133 %64 %64	24DS 12AS 12AS	2 2 2	0 0 0	EI EI EI	S 0 0	SF SF SF	SSS	47 47 40	10 10 9	Sh Sh Sh	Sh Sh Sh	ZZZ
LA SALLE						51 (10	125	1000		0	EI	0	3/F	c	46	10	Sh	No	Y
V-8 345B 19 19 19 19 19 19 19 1	933 934 935 936 937	11/4 11/4 1 1 1 1 1 1 7/8	0 0 8 B L L L	2 1 1 1 1 1 1	M W W W W	51/2 51/2 61/8 6 6 61/2 61/2	10 10 97/8 10 10 10 ¹ / ₂ 10 ¹ / ₂	.135 .135 .133 .18 .137 .123	18SG 18SG 24DS 24SG 24SG 24SG 24SG	4 4 2 2 2 2 2 2 2	000000	EI EI DI BI BI BI BI	00000	3/4F 3/4F SF SF SF SF SF SF	S S S S H H	46 43 41 41 47 47	10 9 9 9 12 12	Sh Sc Sh Sh Sh	No Sc No No No No	ZZZZZZ
McLAUGHLIN-	BUI	CK																		
Eight 50. 1 Eight 60. 1 Eight 80-90. 1 Eight 50. 1 Eight 60. 1 Eight 80-90. 1 Eight 40. 1 Eight 40. 1 1 1 1 1 1 1 1 1	932 932 933 933	1 11/4 1 1 1 3/4	0 0 0 0 0 0 0 B	1 1 2 1 1 2 1	CCCWWW M	61/4 61/4 61/2 61/4 61/4 61/2 61/8	91/2 97/8 9 91/2 97/8 9 93/8	.135 .135 .135 .135 .135 .135 .135	20SG 20SG 12SG 20SG 20SG 12SG 12AS	2 2 4 1 2 4 2	0 0 0 0 0 0	EI EI EI EI EI BI	000000	SF 3/4F 3/4F SF 3/4F SF	SSSSSSS	46 50 47 47 50 47 39	10 11, 11 10 11, 11, 11, 9	Sc Sc Sc Sc Sc Sc Sc	Sc Sc Sc Sc Sc Sc Sc Sc	YYYYYY

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equi	Clutch Facing—Inside Diar	Clutch Facing— Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission-Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth-Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve
McLAUGHLIN	-BUI	CK-	-Co	ntin	ued															
Eight 60	1936 1936 1937 1937 1937 1937 1938 1938	1 1 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4	000BLLLLLLLLLLLLL	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	W W W W W W W W W W W	61/4 61/4 61/2 61/2 61/2 61/2 61/2 61/2 61/2 61/2	91/2 978 9 91/2 11 11 11 11 11 11 11 11 11 11	130 130 135 133 964 964 18 964 18 18 18 18	20SG 20SG 12SG 36DP 36DE 36DE 36DE 36DE 36DE 24SG 36DE 24SG 36DE 36DE 36DE	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	000000000000000000000000000000000000000	BI BI BI BI BI BI BI BI BI BI BI BI BI B	000000000000000000000000000000000000000	SF 3/4F SF SF SF SF SF SF SF SF SF SF SF SF SF	SSSSSSSHHSSHHHH	44 47 48 40 39 38 41 44 39 38 37 44 39 46 41	9 10 11 9 10 9 9 10 10 9 8 10 10 11 9	Sc Sc Sc Sh Sh Sh Sh Sh Sh Sh Sh Sh	No No No No	YYYZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZ

For key to abbreviations see page 126

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	Make and Model	Year	Pedal Lash at Pedal Pad Make of Unit	No. Driven Discs	Facing Material—Orig. Equip	Clutch Facing—Inside Diam	Clutch Facing— Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission-Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
	VI GII																			
S 66 88 88 88 88 88 88 88 88 88 88 88 88	b Big 1050 3 970 3 970 3 970 5 980 5 980 5 980 5 980 6		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		M M M M M M M M M M M M M M	61/8/8/63/4/8/65/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/4/8/65/55/8/6/65/55/66/4/8/6/66/4/8/6/66/4/8/6/6/4/8/6/6/4/8/6/6/4/8/6/6/4/8/6/6/4/8/6/4/8/6/6/4/8/6/6/4/8/6/6/4/8/6/6/4/8/6/6/4/8/6/6/4/8/6/6/4/6/6/4/8/6/6/4/6/6/4/6/6/6/4/6/6/6/6	87/8 87/8 97/8 87/8 97/8 107/8 97/8 107/8 97/8 97/8 97/8 97/8 97/8 97/8 97/8 9	11111111111111111111111111111111111111	12AS 12AS 12AS 24DP 24DS 24DP 24DS 24DS 12AS 12AS 12AS 12AS 24DS 24DS 24DS 24DS 24DS 24DS 24DS 24D	222222222222222222222222222222222222222	00000000000000000000000000000000000000	EIF* EIF* EIF* EIF* EIF* EIF* EIF EIF EIF EIF EIF EIF EIF BIF* BIF* BIO* BIO* BI BI BI BI BI BI	000000000000000000000000000000000000000	SF S	SSSSSSWWWSSSWSSSSSSSSSSSSSSSSSSSSSSSSSS	52 47 52 40 49 54 33 	11 10 11 11 12 7 - 10 9 9 7 7 - 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Sh Sh Sh Sc No No No Sh No Sh	Sch Sch Shh Shh Shh Shh Shh Shh Shh Shh	ZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZ
	Lafayette Ambassador 6 Ambassador 8	1938	1	В	W	55/8 61/4 61/8	10	1/8 1/8	36DP 36DP	2	0	BI BI	0	SF SF	SS	37 41	9	Sh Sh	Sh Sh Sh	N
	OLDSMOBIL Six F-32 Eight L-32 Six F-33 Eight L-33 Six F-34 Eight L-34 Six F-35 Eight L-35 Six F-36 Eight L-35 Six F-36 Eight L-35 Six F-36 Eight L-36 Six		11/2	B B B B B	M M M M M W	6 ¹ / ₈ 6 ³ / ₄ 6 ¹ / ₈ 5 ⁵ / ₈ 6 ¹ / ₈ 5 ⁵ / ₈ 6 ⁵ / ₈ 6 ⁵ / ₈ 6 ⁵ / ₈	878 978 978 978 978 978 978 978 978 91/4 10	1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8	12AS 12AS 24DP 24DP 12AS 24DS 24DS 24DS 24DS 36DP 32DP 32DP	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	M M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	GI GI EI EI BI BI BI BI EI EI	000000000000000000000000000000000000000	SF S	SSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS	41 41 41 41 43 40 40 41 41 38 38 35	99999999998	Sc Sc Sc Sc Sh Sh Sh Sh Sh Sh Sh	No No Sc Sc No	YYYZZZZZZZZZZZZ
	8 Std. 901-902	1932	1	L	ı W	61/2	11	. 137	19SG	2	0	LK	0	SF	Н		_	Sc	Sc	Y
	o Std. 901-902. Eight Super Eight 1004 Twelve 1006. Eight Super Eight	1932 1933 41933 1934	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	L : L L L	2 W C C C C C C C C C C C C C C C C C C	6 ¹ / ₂ 6 ¹ / ₄ 6 ¹ / ₂ 7 7 7		.130 .137 .137 .137 .137 .137	36DE 36DE 36DE 36DE 36DE	4 2 2 2 2 2 2	00000	EI EI EI EI	00000	SF SF SF SF SF SF	ННННН	- - 61 61		Sc Sh Sh Sh Sh	Sc Sc	Y Y Y Y Y Y
					For	key	to ab	brevia	tions s	ee I	bage	126								

Make and Model	Pedal Lash at Pedal Pad Make of Unit	No. Driven Discs Facing Material—Orig. Equ.p.	Clutch Facing—Inside Diam.	Outside Diameter Facing—Thickness	How Drilled?	No. Facings Required Transmission—Make Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth-Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve.)
PACKARD—Contin	ued													
Twelve 1934 8-120. 1935 Eight 1935 Super Eight. 1935 Twelve 1935 -120B 1936 Eight 1936 Sight 1936 Super Eight 1936 Super Eight 1936 Super Eight 1936 Six 1937 Twelve 1937 Super 8 1937 Twelve 1937 Super 8 1938 Eight 1938 Eight 1938 Super 8 1938 Twelve 1938		1 C W 1 C C 1 C C 1 W 1 C C C 1 W 1 W 1	7 12 6 10 7 12 7 12 6 10 7 12 6 10 7 12 7 12 7 12 7 12 7 12 7 12 7 12 7 12	.137	36DE 24SG 36DE 36DE 24SG 36DE 36DE 24SG 36DE 24SG 36DE 24SG 36DE 24SG 36DE 24SG 36DE	2 O EI 2 O BI 2 O BI 2 O BR 2 O BI 2 O BI 2 O BI 2 O BR 2 O BR	000000000000000000000000000000000000000	SFF	ннинининининини	75 61 61 75 — 48 45 61 75 50 48 61 75	16 14 13 16 — — — 11 14 17 11 11 13 17	No Sh	Sc Sc Sc Sc Sc	777444447777777777777777777777777777777
PLYMOUTH														
PB. 1932 Six PC, PD 1933 Six PF, PE 1934 Six 935-36 Six P-3. 1937 De L. 6, P-4 1937 Six P-5. 1938 De L. 6 P-6. 1938	11/2 B 11/4 B 11/8 B 11/16 B 11/16 B 11/16 B 11/16 B	1 M 1 W 1 C 1 M 1 M 1 M 1 M	61/8 87 53/4 9 53/4 9 55/8 91 55/8 91 55/8 91 55/8 91	.133	12AS 12AS 24DS 24DS 24DS 24DS 24DS 24DS 24BS	2 W E 2 O E 2 O D 2 O BI 2 O BI 2 O BI 2 O BR 2 O BR	0000000	SF SF SF SF SF SF SF	S S S S H H H H	39 35 37 33 39 41 39 41	8 9	Sc Sc Sh Sh Sh Sh	Sh	Y Y Y - -
PONTIAC														
Six M-402 1932 Eight M-601 1933 Eight 603 1934 Six 1935 Eight 1935 Six 1936 Six 1936 Six 224 1937 Six 25-00 1938 Six 25-00 1938	7/8 0 1 0 1 0 1 0 1 0 1 L 1 L 11/4 0 11/4 0	1 M 1 M 1 M 1 M 1 M 1 M 1 F 1 F	61/8 95/61/4 10 61/4 10 61/4 97/61/4 97/61/4 97/61/4 97/61/4 97/61/4 9/61 9/61 9/61 9/61 9/61 9/61 9/61 9/61	1/8	18AS 16SG 20SG 20SG 20SG 24SG 24SG 15SG 15SG 15SG	2 M EI 2 O EI 2 O EI 2 O EI 2 O EI 2 O BI 2 O EI 2 O EI 2 O EI 2 O EI	0 0 0 0 0 0 0 0 0 0 0	SF SF SF SF SF SF SF SF SF	SSSSSSSH	41 40 41 40 40 40 41 38 38 38	9 9 9 9 9	Sh Sh Sh Sh Sh	No No	YYYYYYNNNN
REO														
6-21 Fly. Cd. 932 8-21 Fly. Cd. 932 8-25 Fly. Cd. 1932 8-31 Royale. 1932 8-35 Royale. 1932 8-35 Royale. 1933 8 Royale. 1933 8 Royale N2 1934 6 Fly. Cd. 6A 1935 6 Royale 7S 1936 6 Fly. Cd. 1936	11/4 L 11/4 L 11/4 L 11/4 L 11/4 L 11/4 L 11/4 B 11/4 B 11/4 B	2 M	51/2 10 51/2 10 51/2 93/61/4 93/61/4 93/No Facing 61/4 93/61/4 93/61/4 93/61/4 93/61/8 97/8 61/8 97/8	s Used	18SG 18SG 18SG 12SG 12SG 12SG 12SG 24DS 24DS 24DS	2 O N 2 O N 4 O N 4 O N 2 O EIF 4 O EIF 2 W EI 2 W EI 2 W EI	0 0 0 0 0 0 0 0 0 0 0 8 0 8	SF SF SF SF SF SF SF SF SF	5555555555555	43	12 13 13 10 12 12 12 10 10 10 10	Sh S	No ! No ! No '	1111

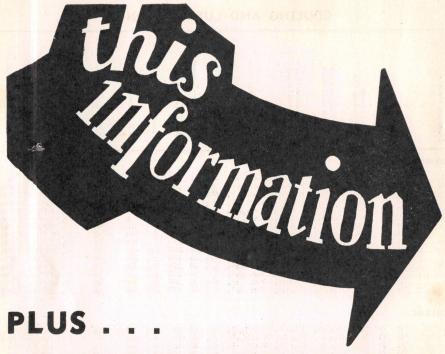
For key to abbreviations see page 126

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing— Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission-Make	Type of Gearing	Rear Axle-Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth-Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
ROCKNE																				
6-65 6-75 6-31	1932	1	B L B	1 1 1	M M M	5 ¹ / ₈ 5 ¹ / ₂ 5 ³ / ₄	87/8 91/4 9	1/8 9/64 1/8	12AS 12SG 12AS	2 2 2	0 0 W	EIF EIF EIF	B O B	SF SF SF	SSS	43 52 50	10 11 11	Sh Sc Sh	Sh Sc Sh	222
STUDEBAK																				
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For key to abbreviations see page 126

Make and Model Year Pedal Lash at Pedal Pad Make of Unit No. Driven Discs Facing Material—Orig, Equip. Clutch Facing—Inside Diam. Facing—Thickness How Drilled? No. Facing Sequired Type of Gearing No. teeth—Make Rear Axle—Iype Type of Gearing No. teeth—Pinion Pinion Adjustment Pinion Bearing Adjustment Pinion Bearing Adjustment Pinion Bearing in Sleeve)
WILLYS KNIGHT
Six 95 1932 1 R 1 M Segments 5SG 8 O GF O SF S 44 9 Sc Sc N Six 66D 1932 1 R 1 M Segments 5SG 8 O GF O SF S 46 11 Sc Sc N
CLUTCH FACING MATERIAL: A—Cork C—Woven and molded F—Compressed fabric M—Molded W—Woven CLUTCH FACING—HOW DRILLED: AS—Alternate straight CB—"C" Bore DE—Double even, alternate pairs DS—Double even, alternate straight S—Straight S—Straight MAKE OF REAR AXLE: A—Adams B—Salisbury C—Clark N—New Process O—Own S—Spicer REAR AXLE TYPE: 3/4F—Three-quarters floating FF—Full floating SF—Semi-floating X—Drive is through tubular front axle REAR AXLE GEARING: H—Hypoid S—Spiral Bevel PINION AND PINION BEARING ADJUSTMENT: Sc—Screw Sh—shim
TRANSMISSION MAKE: D—Detroit M—Muncie N—New Process O—Own W—Warner TRANSMISSION—TYPE OF GEARING: B—Constant mesh helical gears on all speeds BI—Constant mesh helical gears on all speeds, with synchronous meshing of 2nd and 3rd gears BIO—Constant mesh helical gears on all speeds, with synchronous meshing of 2nd and 3rd gears, and overdrive BR—Constant mesh helical gears on all speeds, with synchronous meshing of 1st, 2nd and 3rd gears C—Helical gears on 2nd D—Constant mesh helical gears on forward speeds, with synchronous meshing of 2nd and 3rd gears DIO—Constant mesh helical gears on forward speeds, with synchronous meshing of 2nd and 3rd gears, and overdrive E—Constant mesh helical gears on 2nd EI—Constant mesh helical gears on 2nd, with synchronous meshing of 2nd and 3rd gears F—Constant mesh helical gears on 3rd I—Synchronous meshing of 2nd and 3rd gears I—Helical gears on 3rd V—Synchronous meshing of 3rd and 4th gears L—Constant mesh herringbone gears on 2nd SS—Selective sliding gears *—Optional at extra cost

Make and Model Year	Carburetor-Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts	S.A.E. Grade-Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
AUBURN														
.100		162/s 30 162/s 30 30 131/s 162/s 162/s 162/s 162/s 162/s 162/s	11/2x11 13/ax 41/4 11/2x11 13/ax 41/4 13/ax 41/4 11/2x113/4 11/2x113/4 11/2x113/4 11/2x113/4 11/2x113/4 11/2x113/4 11/2x113/4 11/2x13/4 11/2x13/4 11/2x13/4 11/2x13/4	11/2x 9 2 x 31/2 41/2x 9 41/2x 9 41/2x 9 2 x 31/2 11/2x 71/2 11/2x 71/2 11/2x 71/2 11/2x 71/2 11/2x 71/2 11/2x 11/3 11/2x 11/3	V-46 x ³ / ₄ V-491/ ₄ x ⁷ / ₈ V-46 x ³ / ₄ V-46 x ³ / ₄ V-491/ ₄ x ⁷ / ₈ V-491/ ₄ x ⁷ / ₈ V-491/ ₄ x ⁷ / ₈ V-46 x ³ / ₄ V-46 x ³ /	61/2 71/2 61/2 71/2 5 61/2 71/2 5 61/2 61/2 61/2	40 40 40 40 40 40 40 40 40 30 30 30	20 20 20 20 20 20 20 20 20 20 20 20 20 2	21/2 31/2 21/2 21/2 5 5 21/2 21/2 21/2 21/2 21	160 160 FW90 160 160 160 160 160 160 160 160 160 16	90 90 FW90 90 90 90 90 90 90 90 90 90 90	31/4 53/4 31/4 53/4 31/4 31/4 31/4 31/4 31/4 31/4 31/4	160 EP160 EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP110	90 EP90 EP90 EP90 EP90 EP90 EP90 EP90 EP
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			Long of	For key to	o abbreviati	ions.	see	page	137					



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Make and Model Year	Carburetor-Make	Cooling System— Capacity, Imp. Qts.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capac,—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
CHEVROLET-		ntinu		l (liw					in in	5011	aidW		alio-	
6 Stand	0000	121/ ₂ 121/ ₂ 111/ ₂ 111/ ₂	11/2x 81/2 11/2x 81/2 11/2x 23/4 11/2x23/4	11/4x 713/16 11/4x 713/16 11/4x 55/8 11/4x 55/8	$\begin{array}{c} V-39^{3}/_{4} \ x^{21}/_{32} \\ V-39^{3}/_{4} \ x^{21}/_{52} \\ V-42^{7}/_{8} \ x^{11}/_{16} \\ V-42^{7}/_{8} \ x^{11}/_{16} \end{array}$	41/ ₂ 41/ ₂ 41/ ₄ 41/ ₄	30 30 30 30	10W 10W 10W 10W	11/4 2 11/2 11/2	160 160 160 90	90 90 90 80	21/2 4 3 3	160 160 EP90 Hy90	80 80 EP80 Hy80
CHRYSLER 6 Cl. 32 8 CP. 32 8 Imp. CH. 32 6 CO. 33 8 CT. CQ. 33 6 CA. CY. 34 8 CU. 34 8 CV. 34 8 CV. 34 8 CV. 35 8 Cz. 35 8 Cir. 35 8 Cir. 35 6 C7. 36 8 Airflow. 36 8 Airflow. 36 Six C-16. 37 De L. 8 C-14. 37 Cus. Imp. C-15. 37 Airflow C-17. 37 Six C-18. 38 De L. 8 C-19. 38 Cus. Imp. C-19. 38 Cus. Imp. C-20. 38	BSSSSBSSBSSBSSCAAACSS	13 ¹ / ₄ 16 20 13 ¹ / ₄ 17 18 18 14 16 16 16 18 ¹ / ₂ 14 16 18 19 14	11/2x 31/2 11/2x 31/2 11/2x 31/2 11/2x 31/2 11/2x 31/2 11/2x 31/2 13/4x 5 13/4x 5 13/4x 31/2 13/4x (a) 13/4x (a	11/2×10 11/2× 8 11/2× 8 11/2× 8 13/4× 10 13/4× 63/4 13/4× 7 13/4× 7 13/4× 7 13/4× 7 13/4× 53/4 13/4× 53/4	V-393°6(x11/6) V-445/6(x19/6) V-445/6(x19/6) V-465/6(x25/6) V-465/6(x25/6) V-465/6(x25/6) V-465/6(x25/6) V-465/6(x25/6) V-465/6(x25/6) V-465/6(x25/6) V-465/6(x25/6) V-465/6(x25/6) V-4815/6(x25/6) V-4815/6(x25/6) V-4815/6(x25/6) V-4815/6(x25/6) V-483/4(x25/6) V-	55755555555555541/4	30 30 30 40 40 30 30 30 30 30 30 30 30 30 30 30 30 30	10 10 10 10W 10W 10W 10W 10W 10W 10W 20W 20W 20W 20W 20W 20W	23/4 23/4 41/3 33/3 23/4 23/4 23/4 23/4 23/4 23/4 22/5 251/4	30 30 30 30 30 30 30 30 30 30 30 30 30 160 160 160	20W 20W 20W 20W 20W 20W 20W 20W 20W 20W	21/2 32/3 62/3 431/2 21/2 31/4 4 23/4 23/4 23/4 23/4 23/4 23/4 23/4	160 160 160 160 160 160 160 160 160 EP90 EP90 EP— 160 EP— EP—	90 90 90 90 90 90 90 90 80 EP80 80 EP90 EP90 90 EP90 EP90
Cus. Imp. C-20'38 DE SOTO 6 SC	B B B B B B C C	12 13 16 14 14 12 12 16 16	11/2x 31/2 11/2x 31/2 11/2x 31/2 13/4x 5 13/4x 31/2 13/4x 83/4 13/4x 31/4 11/2x(c)	11/2x 63/4 11/2x 71/4 13/4x 31/2 13/4x 7 13/4x 7 13/4x 7 13/4x 61/4 13/4x 61/2	V-48 ³ / ₄ x ³ / ₄ V-39 ³ / ₆ (x ¹¹ / ₁₆ V-39 ⁵ / ₆ x ¹¹ / ₁₆ V-48 ¹ / ₁₆ x ²⁵ / ₂₆ V-48 ¹ / ₁₆ x ²⁵ / ₂₆ V-48 ¹ / ₁₆ x ²⁵ / ₂₆ V-48 ³ / ₄ x ³ / ₄ V-43 ³ / ₄ x ³ / ₄	5 5 5 5 5 5 5 5 4 4	30 40 30 30 30 30 30 30 30	10 10W 10W 10W 10W 10W 20W 20W	2 ³ / ₄ 2 ³ / ₄ 2 ¹ / ₄ 2 2 3 ¹ / ₂ 2	30 30 30 30 30 30 30 30 160 160	20W 20W 20W 20W 20W 20W 20W 90 90	2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄ 2 ² / ₈ 2 ² / ₈ 2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄	160 160 160 160 EP90 EP90 EP90 EP90	80 80 80 80 EP80 EP80 EP80 EP90
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	-	Contract of the last												
Make and Model Year	Carburetor-Make	Cooling System— Capacity, Imp. Qts.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
DODGE-Cont	inu	ed												
Six D-6, D-7'37 Big 6 D-5'37 Std. 6 D-9'38 De L. 6 D-10'38 Big 6 D-8'38	Q Q C C C	13 13 11 11 13	11/2x(c) 11/2x(c) 11/2x(c) 11/2x(c) 11/2x(c)	1 ³ / ₄ x 6 ¹ / ₂ 1 ³ / ₄ x 6 ¹ / ₂	V-43 ³ / ₄ x ³ / ₄ V-43 ³ / ₄ x ³ / ₄	4 4 4 4 4	30 30 30 30 30 30	20W 20W 20W 20W 20W	2 2 2 2 2 2	160 160 160 160 160	90 90 90 90 90	2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄	EP EP EP90 EP90 EP90	EP90 EP90 EP80 EP80 EP80
ESSEX														
Six	M C C	15 10 13	11/4x 11/4 11/4x 31/2 11/4x 31/2	1 ¹ / ₄ x 8 ¹ / ₄ 1 ¹ / ₄ x 8 ¹ / ₄ 1 ¹ / ₄ x 8 ¹ / ₄	V-395/8 x5/8 V-44 x5/8 V-44 x5/8	4 ³ / ₄ 6 6	30 30 30	20 10W 10W	$\frac{2^{1/2}}{2^{1/2}}$	110 110 110	90 80 80	3½ 2½ 2½ 2½	110 110 110	90 90 90
FORD														
Model A '30–2 Model B '33 V-8 '32–3 V-8 '34 V-8 '35 V-8 '36 V-8 '60" '37 V-8 '60" '37 V-8 '60 '38 V-8 85 '38	ZZDSSSSSSS	10 10 18 18 18 20 12 18 12 ¹ / ₂	13/4x 23/4 13/4x 25/4 13/4x 51/2 13/4x 51/2 13/4x 51/2 13/4x 51/2 11/2x 73/4 11/2x 73/4 13/4x 43/4	2 x 81/2 2 x 111/4 13/x115/8 13/4x115/8 13/4x111/4 11/2x19 13/4x17	V-41 x58 V-401/4 x11/16 V-5315/16x5/8 V-5315/16x11/16 V-571/6 x11/16 V-571/6 x5/8 V-458 x5/8 V-5113/16x5/8 V-51.2 x5/8	4 4 4 4 4 4 3 ¹ / ₂ 4 3 ¹ / ₂	40 40 40 40 40 40 40 40* 40*	20 20 20 20W 20W 20W 20 20 20W 20W 20W	1 2 2 2 2 ¹ / ₄ 2 ¹ / ₄ 2 ¹ / ₄ 2 ¹ / ₄ 2 ¹ / ₄	250 250 EP110 EP110 EP110 EP160 EP160 EP160 EP160	110 110 EP90 EP90 EP90 EP90 EP90 EP90 EP90 EP9	11/4 2 2 2 21/4 21/4 21/4 21/4 21/4	250 250 250 EP160 EP160 EP160 EP160 EP160 EP160	110 110 110 EP90 EP90 EP90 EP90 EP90 EP90
FRONTENAC														
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GRAHAM														
6. 32 8 32 8 32 8 Std. 33 8 Std. 33 8 Cust. 33 8 Cust. 33 6 Std. 34 6 Std. 34 8 35 6 Spec. 35 8 Super C 35 8 Ourusad. 36 6 90 Cavalier. 36 6-110 Super C. 36 6-110 Super C. 36 6-12 Super C. 36 6-13 Super C. 36 6-14 Super C. 36 6-15 Super C. 36 6-16 Super C. 36 6-17 Super C. 36 6-18 Super C. 36 6-19 Cavalier. 37 6-19 Cavalier. 38	H D D D D S S S S S S S M M M M M M M M M	18 18 18 18 17 17 121/2 14 15 17 121/2 15 15 121/2 121/2 121/2	2 x 5 2 x 4 7 2 x 53/8 2 x 53/8 2 x 53/8 13/4x 31/4 21/8x 53/8 11/2x 3 11/2x 3	13/4x 41/4 13/4x 61/4 13/4x 53/4x 63/8 13/4x 63/8 13/4x 63/8 13/4x 63/8 13/4x 63/8 13/4x 63/8 13/4x 63/8 13/4x 63/8 11/2x 8 11/2x 8	V.45 x34 V.45 x24 V.45 x34 V.45 x34 V.45 x34 V.46 x34 V.4	5555555555564441/441/441/441/441/441/441/441/441/44	40 40 40 40 40 40 30 30 30 30 30 30 30 30 40 40	30 20 20W 20W 20W 20W 20W 20W 20W 20W 20W	21/2 21/2 21/2 21/2 21/2 21/2 21/2 3 11/4 21/2 21/2 21/2 4 4†	FW110 FW110 FW110 FW110 FW110 EP110 EP110 EP110 EP110 EP110 EP110 60 160 160 160 160 160	FW80 FW80 FW80 FW80 FW80 EP80 EP80 EP80 EP80 EP80 FW80 90 90 90 90 90 80 80	31/2 31/2 31/2 31/2 21/2 21/2 21/2 21/2	EP110 EP160 EP160 EP160 EP160 Hy160 Hy160	EP80 EP80 EP80 EP80 EP80 EP80 EP80 EP80

For key to abbreviations see page 137

Make and Model	Carburetor—Make	Cooling System— Capacity, Imp. Qts.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
HUDSON Eight. 3 Super 6. 23 Super 6. 23 Eight. 3 Sig 6. 3 Eight. 3 Six. 3 Eight. 3	3 M C C C C C C C C C C C C C C C C C C	14 10 14 19 15 19 11 16 11 16 11 16 11 10 ¹ / ₂ 14 ¹ / ₂	13 8x 5 11/2x 3/2 11/2x 5/2 19/6x 7/8 19/6x 33/4 11/2x 3/4 15/8x 3 15/8x 8/2 15/8x 3 15/8x 8/2 15/8x 3 15/8x 8/2	13 8 x 103/4 11/4 x 83/4 11/4 x 11 11/2 x 31/4 13/6 x 31/4 13/6 x 75/8 11/2 x 13 11/2 x 10 11/2 x 10 11/2 x 10 11/2 x 10	V-45 ³ /4 x ⁵ /8 V-45 ³ /4 x ⁵ /8 V-45 ³ /4 x ⁵ /8 V-47 ¹⁵ /6 x ⁵ /8 V-47 ¹⁵ /6 x ⁵ /8 V-49 ³ /8 x ⁵ /8 V-49 ³ /8 x ⁵ /8 V-44 ³ /8 x ²⁵ /8		30 30 30 30 30 30 30 30 30 30 30 30 30	20 10W 10W 10W 10W 10W 20W 20W 20W 20W 20W	21/2 21/2 21/2 21/2 21/2 21/2 3 3 3	110 110 110 FW110 110 110 EP90 EP90 EP90 EP90 EP90 EP90	90 80 80 FW90 80 EP80 EP80 EP80 EP80 EP80 EP80	31/8 31/8 31/8 21/2 21/2 21/2 21/2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	110 110 110 110 110 EP110 EP160 EP160 EP90 EP90 EP90	90 90 90 90 90 90 EP90 EP90 EP90 EP90 EP

For key to abbreviations see page 137

DECIMAL EQUIVALENTS 23/64- .359375 43/64- .671875 1/64- .015625 11/16---- .6875 1/32 -- .03125 3/8---- .375 25/64- .390625 45/64- .703125 3/64-.046875 1/16---- .0625 47/64- .734375 5/64- .078125 27/64- .421875 --- .75 3/32------ .09375 7/16 ---- .4375 3/4-49/64- .765625 7/64- .109375 29/64- .453125 15/32------- .46875 1/8--- .125 51/64- .796875 31/64- .484375 9/64- .140625 ____.5 13/16-.8125 1/2-5/32------ .15625 33/64- .515625 53/64- .828125 11/64- .171875 3/16-.1875 17/32----- .53125 27/32------ .84375 35/64- .546875 55/64- .859375 13/64- .203125 7/32------ .21875 9/16 - .5625 7/8-- .875 37/64- .578125 57/64- .890625 15/64- .234375 19/32------ .59375 29/32------ .90625 -- .25 39/64- .609375 59/64- .921875 17/64- .265625 5/8----- .625 15/16-.9375 9/32------ .28125 41/64- .640625 61/64- .953125 19/64- .296875 31/32------ .96875 -- .3125 5/16-21/64- .328125 63/64- .984375 -1. 11/32----- .34375

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Ots.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
нирмо	BILE														
Six 214 Six 216 Six 216 Eight 218 Eight 221 Eight 222 Eight 225 Eight 225 Eight 225 Eight 225 Eight 320 Six 321 Eight 322 Eight 326 Six 417 Six 421 Eight 426 Eight 427 Six 518 Eight 427 Six 518 Eight 527 Six 618-G Eight 621 6-622E 8-82511	"32" "32" "32" "32" "32" "32" "32" "33" "33" "34" "34	\$	113/4 111/4 133/4 163/4 17 233/4 20 121/2 121/2 18 20 121/2 18 20 121/2 18 15 18	11/4x 91/2 11/4x 91/2 11/2x 3 2 x 3 11/2x 3 2 x 3 11/2x 3 2 x 3 11/4x 93% 2 x 22/4 2 x 22/4 2 x 22/4 11/2x 63/4 11/2x 63/4 11/2x 63/4 11/2x 63/4 11/2x 63/4 11/2x 63/4 11/2x 63/4 11/2x 91/4 13/4x 11/2 11/2x 91/4 13/4x 12/6 13/4x 12/6 13/4x 12/6 13/4x 12/6	11/4x10 11/4x10 11/4x15 11/2x 65/8	V-34 x3/4 V-34 x3/4 V	6 ³ / ₄ 5 6 ³ / ₄ 5 6 ³ / ₄ 5	30 30 30 30 30 30 30 30 30 30 30 30 30 3	20 20 20 20 20 20 20 20 20 20 20 20 20 2	21/2 21/2 31/4 21/2 21/2 2 2 2 2 2 2/2 2 2 2/2 2 2 2/2 2 2 2/2 2 2 2/2 2 2 2 2/2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	EP160 EP160 EP160 EP160 EP160 EP160 EP160 EP160 FW110 FW110 FW110 FW110 FW110 FW110 I10 I10 I10 I10 I10 I10 I10 I10 I10	EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP10 FW80 FW80 FW80 FW80 FW80 FW80 FW80 FW8	23/4 31/2 41/2 4 5 4 5 4 4 5 4 5 4 4 5 3 3 3 ³ / ₄ 4 3 2 2 ¹ / ₂ 2 2 ¹ / ₂ 2 2 ¹ / ₂ 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	EP160 EP160 EP160 EP160 EP160 EP160 EP160 EP160 FW110 FW110 FW110 FW110 FW110 FW110 EP110 EP110 EP110 EP110 EP110 EP110	EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP10 EP
LAFAYE	TTE														
Six	'34–5 '36	M M	16 16	$\frac{11/2x}{11/2x} \frac{41/4}{4}$	1 ¹ / ₄ x 7 1 ¹ / ₄ x 7	V-53 x ³ / ₄ V-46 ³ / ₄ x ²⁵ / ₃₂	6	30 30	20 20	21/2 21/2	EP90 EP90	EP80 EP80	21/2 21/2	EP90 EP90	EP80 EP80
LA SALL	Æ														
V-8 345B V-8 345C Eight 350 Eight 35-50 Eight 36-50 Eight 38-50	'32 '33 '34 '35 '36 '37 '38	00 S S S d d	21 ³ / ₄ 22 15 14 14 20 20	178x103/8 178x103/8 13/4x 55/8 13/4x13 13/4x13 2 x 7 2 x 7 ¹ /4	35 ¹³ 64× ⁷ 8 35 ¹³ 64× ¹⁵ 66 49 ³ /4× ⁵ 164 49 ³ /4× ⁵ 164 11/4×10 ³ /4 11/4×10 ³ /4	V-35 ¹³ / ₆₄ x ⁷ / ₈ V-35 ¹³ / ₆₄ x ¹⁵ / ₁₆ V-49 ³ / ₄ x ⁵ / ₁₆ V-49 ³ / ₄ x ⁵ / ₁₆ V-43 ¹ / ₂ x 1 ¹ / ₁₆ V-43 ¹ / ₂ x 1 ¹ / ₁₆	6 ³ / ₄ 6 ³ / ₄ 6 6 6 6	40 30 30 30 40 30 20	10 20W 20W 20W 20W 10W 10W	41/2 41/2 2 2 21/4 2	160 160 160 160 EP160 EP90 EP90	90 90 90 90 EP90 EP90 EP90	5 5 2 ¹ / ₂ 2 ¹ / ₂ 4 ¹ / ₄ 4	160 160 160 160 EP110 EP EP—	90 80 80 80 EP80 EP
McLAUG	HLIN-	BU	ick												
Eight 50 Eight 60 Eight 80-90 Eight 50 Eight 60 Eight 80-90 8-40, 44 8-50, 45	'33	M M M M M M	10 13 16 10 13 16 11 ¹ / ₂ 13 ¹ / ₂	15/6x 43/4 17/6x 51/2 17/6x 51/2 15/6x 51/4 17/6x 51/2 17/6x 51/2 17/6x 21/4 15/6x 51/4	15/16x 37/8 17/16x 6/4 17/16x 6/4 15/16x 6/2 17/16x 6/4 17/16x 5 17/16x 6 15/16x 7/1/4	$\begin{array}{c} V\text{-}39 {}^{3}\!\!\!/8 x^{11}\!\!\!/6\\ V\text{-}39 {}^{3}\!\!\!/8 x^{11}\!\!\!/6\\ V\text{-}41 {}^{13}\!\!\!/6 x^{23}\!\!\!/2\\ V\text{-}41 {}^{5}\!\!\!/6 x^{23}\!\!\!/2\\ V\text{-}43 {}^{3}\!\!\!/4 x^{23}\!\!\!/2\\ V\text{-}43 {}^{3}\!\!\!/4 x^{23}\!\!\!/2\\ V\text{-}45 {}^{3}\!\!\!/6 x^{25}\!\!\!/2\\ V\text{-}41 {}^{5}\!\!\!/8 x^{23}\!\!\!/2\\ V\text{-}41 {}^{5}\!\!\!/8 x^{23}\!\!\!/2\\ \end{array}$	6 7 7 ¹ / ₂ 6 7 7 5 6	30 30 30 30 30 30 30 30 30	10 10 10 10W 10W 10W 10W 10W	3½ 3½ 3½ 3½ 3½ 3½ 1½ 1½	160 160 160 160 160 160 160 160	90 90 90 80 80 80 80 80	21/2 6 7 21/2 4 41/2 3	160 160 160 160 160 160 160	80 80 80 80 80 80 80 80
						abbreviati		see	page	137					

Make and Model Year Carburetor—Make Cooling System Capacity, Imp. Qts. Lower Radiator Hose— Diameter and Length Upper Radiator Hose— Diameter and Length	Crankcase Capac.—Imp. Qts. S.A.E. Grade—Summer S.A.E. Grade—Winter Transmission Oil Cap.—Lbs. S.A.E. Grade—Summer	S.A.E. Grade—Winter Rear Axle Oil Cap.—Lbs. S.A.E. Grade—Summer S.A.E. Grade—Winter
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McLAUGHLIN-BUICK-Continued

8-60, 46,	M	16	17/6x 51/2	17/6x 51/2	V-415/8 x23/32 7	30	10W	31/3	160	80	4	160	80
8-90, 4934-5	M	19	17/6x 51/2	17/6x 47/8	V-433/4 x23/32 6	30	10W	31/3	160	80	41/2	160	80
Eight 44	S	11	17/6xE	17/6x 73/8	V-427/16 x25/32 5	30	10W	11/2	160	80	11/4	160	80
Eight 46, 8, 9'36	S	14	19/6xE	19/16x 51/4	V-465/16 x29/32 62/3	30	10W	2	160	80	2	160	80
44 Special37	S	11	17/6xE	19/16x 73/8	V-427/16 x25/32 5	30	10W	11/2	160	80	3	EP90	EP80
46 Century37	S	141/4	19/6xE	19/6x 51/4	V-4515/16x29/32 62/3	30	10W	2	160	90	3	EP90	EP80
48 Roadmaster '37	S	141/4	19/6xE	19/6x 51/4	V-4515/16x29/32 62/3	30	10W	2	160	90	4	EP90	EP80
49 Limited'37	S	141/4	19/6xE	19/6x 51/4	V-4515/6x29/32 62/3	30	10W	2	160	90	4	EP90	EP80
44 Special	S	11	17/16xE	19/16x 7	V-427/16 x25/32 5	20	10W	13/4	90	80	3	Hy90	Hy80
46 Century	S	14	19/16xE	19/6x 51/4	V-44 x23/82 63/	20	10W	21/2	90	80	3	Hy90	Hy80
48 Roadmaster 38	S	14	19/6xE	19/16x 51/4	V-44 x29/32 63/2	20	10W	21/2	90	80	4	Hy90	Hy80
49 Limited	S	14	19/16xE	19/16x 51/4	V-44 x ²⁹ / ₈₂ 6 ³ / ₈	20	10W	21/2	90	80	4	Hy90	Hy80

For key to abbreviations see page 137

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NASH 6-960	: 10	Lower Radiator Diameter and L	Upper Radiator Hose Diameter and Length	V-477/8 x3/4 V-477/8 x3/4 V-47/8 x3/4 V-47/2 x3/4 V-48/4 x3/4 V-48/4 x3/4 V-48/4 x3/4 V-48/4 x3/4 V-48/4 x3/4 V-48/4 x3/4	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade-Winter
6-960. '32 C 6 Big 1060'32 S 8-970. '32 S 8-980. '32 S 8-980. '32 S 8-990. '32 S 8 Spec. 1080'32 S 8 Adv. Amb'32 S S K Six Big 1120'33 S 8 Std. 1130'33 S 8 Spec. 1170'33 S 8 Adv. 1180'33 S 8 Adv. 1180'33 S 8 Adv. 1180'34 S 8 Adv. 1280'34 S 8 Adv. 1280'34 S 8 Adv. 1280'35 S 6 Adv. 3520'35 S 8 3580-8'35 S 6 Adv. 3520'35 S 8 JSB0-8'36 S 8 Lafayette 400'36 S Lafayette 400'37 S Ambassador 6'37 S Ambassador 8'37 S Ambassador 8'38 S Ambassador 8'38 S Ambassador 8'38 S	10 15 12 ¹ / ₂ 12 ³ / ₄ 18 ¹ / ₄ 17 18 15 12 17 18 15 17	11/4x 5 11/2x 41/2 11/2x 53/4 11/2x 41/2 13/4x 31/2 13/4x 31/2 13/4x 31/4 11/2x 41/4 11/2x 41/4 11/2x 61/2 13/4x 41/4	11/4×11 11/4×10	V-477/8 x ³ / ₄ V-47 x ³ / ₄ V-46 ³ / ₄ x ³ / ₄ V-47 x ³ / ₄ V-48 ³ / ₄ x ²⁵ / ₅₂	41/4	30		13/4	EP110	FP90	-) (E. 19) (E. 19)	Latoral
6 Big 1060 32 S 8.970 32 S 8.970 32 S 8.980 32 S 8.990 32 S 8.990 32 S 8.990 32 S 8.990 33 S 8. Adv. Amb 32 S 8. Six Big 1120 33 S 8. Std. 1130 33 S 8. Spec. 1170 33 S 8. Amb. 1190 34 S 8. Amb. 1280 34 S 8. Amb. 1280 34 S 8. Amb. 1290 34 S 8. Amb. 1290 34 S 8. Amb. 3520 35 S 6. 400 36 S 8. Super Amb 37 S 8. Ambassador 6 38 S 8. Ambassador 8 38 S	10 15 12 ¹ / ₂ 12 16 ³ / ₄ 18 ¹ / ₄ 17 18 15 12 12 17 18 15	11/4x 5 11/2x 41/2 11/2x 53/4 11/2x 41/2 13/4x 4 13/4x 31/2 13/4x 31/4 11/2x 41/4 11/2x 41/4 11/2x 41/4	11/4×11 11/4×10	V-477/8 x ³ / ₄ V-47 x ³ / ₄ V-46 ³ / ₄ x ³ / ₄ V-47 x ³ / ₄ V-48 ³ / ₄ x ²⁵ / ₃₂ V 51	41/4	30		13/4	EP110	F.P90	-		
	$16\frac{2}{3}$	1/2x 41/2 11/2x 53/4 11/2x 45/2 13/4x 31/4 13/4x 31/4 11/2x 41/4 11/2x 41/4 11/2x 41/4 11/2x 31/4 11/2x 33/4 11/2x 33/4	11/2x 1 11/2x 41/2 11/2x 61/4 11/2x 61/2 11/4x 6 11/4x 1 11/2x 61/2 11/2x 61/2 11/2x 61/2 11/2x 61/2 11/2x 51/4 11/2x 31/4 11/4x 81/4 11/4x 83/4 11/4x 83/4 11/4x 83/4 11/4x 83/4 11/4x 61/2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6 83/4 81/4 6 6 6 6 63/4 81/4 6 6 6 6 5 6 6 6 5 6 6 6	30 30 30 30 30 30 30 30 30 30 30 30 30 3	20 20 20 20 20 20 20 20 20 20 20 20 20 2	13/4 31/4 21/2 23/4 33/4 33/4 33/4 33/4 33/4 22/2 22/2	EPI10 FW110 FW110 FW110 FW110 EP110 EP110 110 110 110 110 110 110 110 110 110	EP90 FW90 EP90 FW90 EP90 EP90 90 90 90 90	555531/2 645555545555005531/4 46	160 EP90 160 EP90 160 EP90 EP90 EP90 EP90 EP90 EP90 EP90 EP9	90 EP80 90 EP80 90 EP80 EP80 EP80 EP80 EP80 EP80 EP80 EP8
Six F-32 '32 S Eight L-32 '32 S Six F-33 '33 S Eight '33-4 S Six F-34 '34 S Six '35-6 S Eight '35-6 S Six '37-6 S Six '38-6 C Eight '38 C Eight '38 C	131/4 131/4 14 16 12 10 12 131/4 14 171/2	13/4x 3 13/4x 3 13/4x 25/8 13/4x 27/8 11/2x 97/6 13/4x 1011/6 11/2x 11 11/2x 11 11/2x 11	11/2x113/4 11/2x113/4 11/2x 57/8 11/2x 57/8 11/2x 93/8 11/2x 93/4 11/2x 83/4 11/2x 83/4 11/2x 83/4	$\begin{array}{c} V-34^{1}/2 \ x^{13}_{16} \\ V-34^{1}/2 \ x^{15}_{16} \\ V-49^{3}/4 \ x^{15}_{16} \\ V-49^{3}/4 \ x^{15}_{16} \\ V-43^{3}/4 \ x^{15}_{16} \\ V-43^{3}/4 \ x^{15}_{16} \\ V-44^{11}/6 x^{15}_{16} \\ V-44^{11}/6 x^{15}_{16} \\ V-44^{11}/6 x^{15}_{16} \end{array}$	5 6 5 6 5 5 6 5 5 5 5 5 5 6 5	30 30 30 30 30 30 30 30 30 30 30	10 10 10W 10W 10W 10W 10W 10W 10W	13/4 13/4 2 2 2 2 2 11/2 13/4 2	160 160 160 160 160 160 160 160 90 90	90 90 80 80 80 90 90 90 90 80 80	2 2 2 2 ¹ / ₂ 2 ¹ / ₂ 2 ¹ / ₂ 3 ³ / ₄ 4 ¹ / ₂	160 160 160 160 160 160 160 EP90 EP90 EP90	90 90 80 80 80 80 80 EP80 EP80 EP80
PACKARD													
8 Std.	16 ³ / ₄ 21 16 16 33 13	13/4x 61/2	11/2x 61/2 11/2x 61/2 13/4x 83/4 13/4x 83/4 11/2x141/2 11/2x10 13/4x10 13/4x 61/2 2 x11		6 6 ³ / ₄ 8 ¹ / ₄	30 30 30 30	20 20 10W 10W 10W 10W 10W 10W 10W	31/4 31/4 33/4 33/4 33/4 13/4 33/4 33/4	160 160 160 160 160 160 160 160 160	90 90 90 90 90 90 90 90 90	5	EP90 EP90 EP110 EP110 EP110 EP110 EP110 EP110 EP110	EP90 EP80 EP80 EP80 EP80 EP80 EP80 EP80 EP8

For key to abbreviations see page 137

Make and Model	Carburetor-Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
PACKARD—C	Conti	nued												
Six	S	14 14 20 33 ³ / ₄ 14 14 20 33 ³ / ₄	11/2x 3 11/2x 3 13/4x 55/8 2 x 11 13/4x 3 13/4x 3 13/4x 711/16 2x 73/4	1 ¹ / ₂ x10 1 ¹ / ₂ x10 1 ³ / ₄ x 6 ¹ / ₂ 1 ¹ / ₂ x(f) 1 ³ / ₄ x 7 1 ³ / ₄ x 7 1 ³ / ₄ x 9 1 ¹ / ₂ x(ff)	V-43 x ³ / ₄ V-43 x ³ / ₄ V-475/ ₈ x1 V-493/ ₈ x ²⁵ / ₅₂ V-491/ ₄ x ³ / ₄ V-494/ ₄ x ³ / ₄ V-485/ ₈ x1 V-501/ ₂ x ³ / ₄	5 63/4 81/4 5 63/4 81/4	30 30 30 30 30 30 30 30	20W 20W 20W 20W 20W 20W 20W 20W	13/4 13/4 33/4 33/4 13/4 13/4 33/4 33/4	160 160 160 160 160 160 160	90 90 90 90 90 90 90	31/2 31/2 51/4 51/4 31/2 31/2 51/4	EP110 EP110 EP110 EP110 EP110 EP110 EP110 EP110	EP80 EP80 EP80 EP80 EP80 EP80 EP80 EP80
PLYMOUTH						7							91	
PB	6 B 7 C 8 C	12 ¹ / ₄ 11 10 13 12 ¹ / ₂ 13 11	11/4x 31/2 11/2x 5 11/2x 51/2 11/2x 51/2 11/2x 51/2 11/2x(c) 11/2x(c)	11/2x 9 11/2x 71/2 13/4x 7 13/4x 7 13/4x 7 13/4x 61/2 13/4x 61/2 13/4x 61/2	V-46 ⁷ / ₁₆ x ²⁵ / ₅₂ V-48 ¹³ / ₁₆ x ²⁵ / ₅₂ V-48 ¹³ / ₁₆ x ²⁵ / ₅₂ V-48 ¹³ / ₁₆ x ²⁵ / ₅₂ V-48 ³ / ₄ x ³ / ₄ V-48 ³ / ₄ x ³ / ₄ V-48 ³ / ₄ x ³ / ₄	5 4 4 ¹ / ₄ 4 ³ / ₄ 4 4	30 30 30 30 30 30 30 30	10 10W 10W 10W 10W 20W 20W 20W	2 ³ / ₄ 2 ¹ / ₄ 2 ¹ / ₂ 2 ¹ / ₄ 1 ² / ₃ 2 2	30 30 30 30 30 160 160	20W 20W 20W 20W 20W 90 90	2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄ 2 ³ / ₄ 2 ² / ₈ 2 ³ / ₄ 2 ³ / ₄	160 160 160 160 160 EP EP90 EP90	90 90 90 90 90 EP90 EP80 EP80
PONTIAC														
Six M-402. '3: Eight. '33— Six. '3. Eight. '3. Six. '3. Eight. '3. Six '224" '3. Six 26-00 '3. Six 25-00. 33	C C C C C C C	9 12 10 ¹ / ₄ 11 ¹ / ₂ 12 ¹ / ₂ 13 ¹ / ₂ 11 ¹ / ₂	11/2x 11/2 11/2x 61/2 11/2x 93/4 11/2x 93/4 11/2x 93/4 11/2x 93/4 11/2x 23/4 11/2x 23/4	11/4x 11/4 11/2x 101/2 11/2x 71/4 11/2x 71/4 11/2x 71/4 11/2x 71/4 11/4x 55/8 11/4x 63/4 11/4x 55/8	V-37 ⁴⁵ 64x ¹³ 66 V-41 ¹³ 62x ² / ₄ V-40 ¹⁵ 6x ³ / ₄ V-40 ¹⁵ 6x ³ / ₄ V-40 ¹⁵ 6x ³ / ₄ V-40 ² / ₈ x ¹ / ₁ V-42 ⁷ / ₈ x ¹ / ₁ V-42 ⁷ / ₈ x ¹ / ₁	5 6 5 6 5 6 4 ¹ / ₄ 4 ¹ / ₄	30 30 30 30 30 30 30 20 20	10 10W 10W 10W 10W 10W 10W 10W	31/2 21/4 2 2 11/2 11/2 11/2 11/2	160 160 160 160 160 160 160 90 90	90 80 80 80 80 80 80 80 80	11/4 4 4 4 4 4 4 4 4 4/2 3 ³ / ₄ 4 ¹ / ₂	160 160 160 160 160 160 EP90 Hy90 Hy90	80 80 80 80 80 80 EP80 Hy80 Hy80
REO														
8-21, 25	S S S S S S S S S C	14 19 14 ¹ / ₄ 19 16 18 16 21 16	11/2x101/4 13/4x11 11/2x101/4 13/4x121/4 11/2x 7 13/4x 8 11/2x 7 13/4x 8 11/2x 7	11/2x10 ³ / ₄ 11/2x10 ¹ / ₂ 11/2x10 ³ / ₄ 11/2x 7 11/2x 5 ¹ / ₄ 13/4x 7 11/2x 5 ¹ / ₄ 13/4x 6 ³ / ₄ 11/2x 6 11/2x 5 ¹ / ₄	V-3776 x ³ / ₄ x ² / ₅ 0 V-36 ³ / ₄ x ² / ₅ 0 V-3776 x ³ / ₄ V-41 ³ / ₅ x ³ / ₄ V-41 ³ / ₅ x ³ / ₄ V-44 ³ / ₄ x ¹ / ₅ (4 V-44 ³ / ₄ x ⁵ / ₆ x ³ / ₄ V-44 ³ / ₄ x ⁵ / ₆ x ³ / ₄ V-44 ³ / ₄ x ⁵ / ₆ x ³ / ₆ V-44 ³ / ₄ x ⁵ / ₆ x ³ /	63/4 63/4 5 63/4 63/4 41/4 5 61/2 5	30 30 30 30 30 30 30 30 30 30	20 20 20 20 20 20 20 20 20 20 20 20 20 2	2 ¹ / ₂ 2 ¹ / ₂ 2 ¹ / ₂ 2 ¹ / ₂ 1 ³ / ₄ 1 ³ / ₄ 1 ³ / ₄ 1 ³ / ₄ 3	160 160 160 160 160 160 160 160 110	90 90 90 90 120 120 120 120 90	41/4 5 41/4 5 21/2 21/2 31/4 2 21/2	160 160 160 160 160 160 160 160 160	90 90 90 90 90 90 90 90 90 90
ROCKNE														
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				For key t	o abbreviat	ions	see	page	137					

Make and Model	Year	Carburetor-Make	Cooling System Capacity, Imp. Ots.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
STUDEB															
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WILLYS															
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a-211/6" low C-Carter (e)-Two pie (g)-Two pie J-Johnson O-Own	ces, 1 ³ / ₄ ces, 1 ³ / ₄	x 2 ³ / x 4 -Tw	wo pie 4, 1 ³ / ₄ x G— o piece S—Stro	ces, $1\frac{1}{2} \times 3$ $5\frac{1}{4} \text{F}$ Chandler-G s, $1\frac{1}{4} \times 7$	3 ¹ / ₂ , 1 ¹ / ₂ x 1. -Flat (foroves Horoves Horoves M-	4 x 3, 1 ³ / ₄ x 5 5 ¹ / ₄ D— 5)—Two pieces H—Schebeler —Marvel T—Tillotson	Detro s, 11/2 (h) (M)-	oit x 13, —T- —Mo	11/2 x wo piecoulded	-Stro 14 ces, 11/ (Z-Z	(b)— mberg or (ff)—Two 4 x 10 m)—Two enith engine	Carter o pieces Hyp—S pieces,	E, 11/2 x Special 51/8"	hypoid la	type 2 x 129/16 ubricant 2'' long

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